

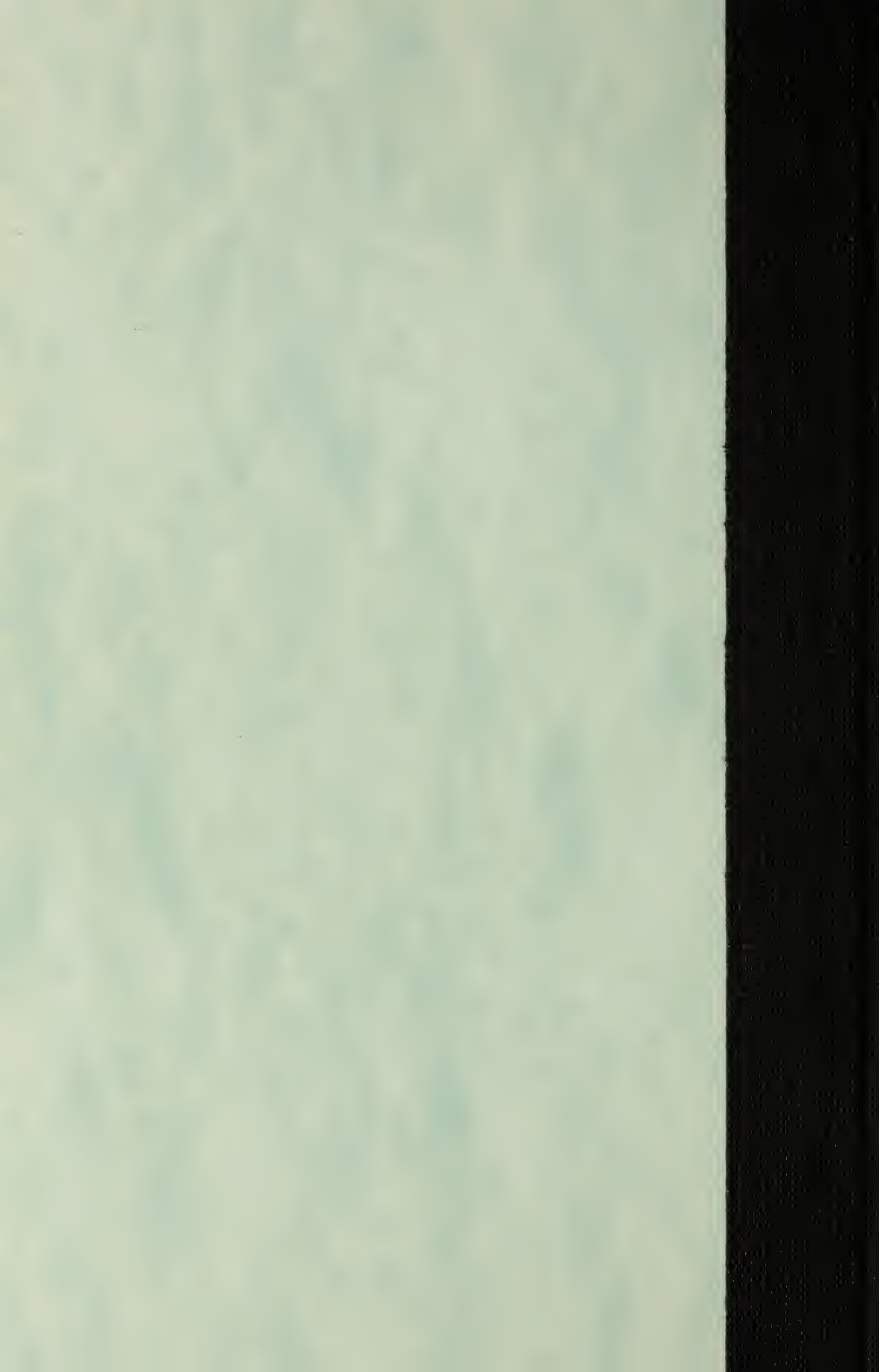
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THIRD
ANNUAL REPORT
— OF THE —
WINNIPEG
Grain and Produce Exchange

PRESENTED TO THE ANNUAL MEETING HELD
JANUARY 14TH, 1891.



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THIRD

ANNUAL REPORT

—OF THE—

WINNIPEG

Grain *and* Produce Exchange

PRESENTED TO THE ANNUAL MEETING HELD
JANUARY 14TH, 1891,

WINNIPEG
GRAIN AND PRODUCE
EXCHANGE.

Past Presidents :

COL. D. H. McMILLAN, 1887-8.

SAMUEL SPINK, 1889.

N. BAWLF, 1890.

1891.

President :

F. W. THOMPSON.

Vice-President :

J. A. MITCHELL.

Secretary-Treasurer :

CHAS. N. BELL.

Committee :

S. SPINK.

S. A. MCGAW.

A. ATKINSON.

N. BAWLF.

S. NAIRN.

W. W. McMILLAN.

S. P. CLARK.

WM. MARTIN.

E. L. DREWRY.

R. P. ROBLIN.

H. CROWE.

Board of Arbitrators :

E. L. DREWRY.

S. SPINK.

R. STEWART.

R. P. ROBLIN.

N. BAWLF.

S. NAIRN.

S. A. MCGAW.

Call Board Committee :

S. P. CLARK.

H. CROWE.

A. ATKINSON.

D. G. McBEAN.

S. W. FARRELL.

338.1 W731 v.3 LIST OF MEMBERS.

NAME.	RESIDENCE.
Allan, W. R.....	City.
Anderson, James	"
Armitage, F. W.....	"
Armitage, J. S.....	"
Atkinson, A.	"
Austin, A. W.....	"
Baird, John.	"
Bathgate, R. D.....	"
Bawlf, N.	"
Bawlf, D.	"
Bawlf, W. J.....	Port Arthur, Ont.
Beech, W. M.....	Morden, Man.
Bell, C. N.....	City.
Bell, W. R.	Indian Head, N.W.T.
Blackadar, Wm.	City.
Black, W. A.....	"
Bowles, T. J.....	"
Brydges, C. J. (Estate of).....	"
Buchanan, W. F.....	"
Buchanan, D. W.....	"
Burns, R.	"
Campbell, G. H.....	City.
Cavanagh, A.....	Toronto, Ont.
Champion, H. T.	City.
Clark, S. P.	"
Conmee, James.....	Port Arthur, Ont.
Crane, T. A.	Montreal, Que.
Crowe, H.	City.
Crowe, G. R.....	"
Cummins, S. S	"
Curry, D. S.	"

NAME.	RESIDENCE.
Dines, W. W.	City.
Drewry, E. L.	"
Edgar, R. F.	Brandon.
Egan, E. C.	City.
Egan, J. J.	"
Egan, M.	"
Egan, Ant. jr.	"
Egan, Pat.	"
Farrell, S. W.	City.
Galt, George F.	City.
Glines, G. A.	"
Gill, Thomas ..	"
Grant, W. S.	"
Hanbury, John.	Brandon.
Harvey, J. G.	City.
Hastings, W. A.	Montreal.
Hastings, George V.	Keewatin.
Hoare, C. S.	City
Horn, David	"
Howard, Thomas	"
Ironside, Robert.	Manitou, Man.
Macdonald, Alex.	City.
Macdonnell, Alex.	Lindsay, Ont.
Mackenzie, K.	City.
Martin, Wm.	"
Maulson, G. J.	"
McBean, George.	"
McBean, Arch.	"
McBean, D. G.	"
McGaw, S. A.	"
McGregor, Neil J.	"
McIntyre, Alex.	"
McLennaghan, James	Portage la Prairie.
McMillan, D. H.	City.
McMillan, W. W.	"

NAME.	RESIDENCE.
Mann, D. D.	City.
Metcalf, H. D.	Montreal.
Mitchell, James A.	City.
Montgomery, T. J.	"
Morice, F. H.	Chicago.
Muir, Robert.	City.
Nairn, S.	City.
Ogilvie, Shirley.	City
Paterson, H. S.	Portage la Prairie.
Porter, E.	Toronto.
Roblin, R. P.	City.
Rokeby, R. T.	"
Rorison, R. D.	"
Simpson, F. G.	City.
Spink, Samuel	"
Sprague, D. E.	"
Steen, James E.	"
Stephenson, John A.	"
Stewart, R.	"
Stott, George.	"
Strang, Robert.	"
Thompson, Thomas	Brandon, Man.
Thomson, A. G.	Montreal, Que.
Thompson, F. W.	City.
Thomson, E.	"
Thomson, James	Emerson.
Wainwright, G. H. R.	Lethbridge, Alb.
Watson, W.	City.
Whitla, R. J.	"
Williams, John	"
Williams, H. N.	"
Wilson, John.	"
Vass, Albert	"

PRESIDENT'S ADDRESS.

To the Officers and Members of the Winnipeg Grain and Produce Exchange:

GENTLEMEN :—

I presume it is fitting, before resigning the trust committed to my care at our last annual meeting, that I should make some general observations regarding the interests with which this Exchange is more particularly identified.

I am very glad to be able to say that the Winnipeg Grain and Produce Exchange has had a year of general prosperity. Our membership has not diminished, while the financial statement will show a very satisfactory balance sheet. In fact, the Council, after full consideration, decided that we had attained such importance that our interests could only be protected and enlarged under an Act of Incorporation. The solicitor of the Exchange was, therefore, instructed to take the primary steps, pending your final decision to-day. I trust you will endorse the action taken, and instruct Mr. Robinson (our solicitor) to take such steps as will secure for us an Act of Incorporation from the Provincial Legislature. The market reports which we continue to get are as full and complete as it is possible to obtain, and enables us to keep in touch with American and European trade centres from day to day, which, in view of a large proportion of our crop going for export, is a matter of great importance. Full and complete market reports received at short intervals at a very slight cost individually, is one of the many advantages possessed by members of our Exchange. Our daily meetings on 'Change are most productive of good. They conduce to a better feeling

amongst members, which results in the adoption of the most approved methods of business, and makes litigation practically almost impossible, all differences being settled by an inexpensive court of our own creation. The crop of the year 1890 has been an exceedingly large one. I am firmly convinced that we have 14,000,000 bushels of wheat, 3,000,000 bushels of oats and 1,000,000 bushels of barley for export. Owing to unfavorable weather some considerable damage was sustained by portions of the crop before it could be safely harvested. I am satisfied it would be better for our farmers to cultivate only such acreage as they themselves can handle without depending on transient labor at harvest time. I think no parallel is furnished in any agricultural country in the world with Manitoba's record for the past year. With less than 20,000 farmers, Manitoba and the Northwest have produced in round figures 30,000,000 of grain, an average of 1,500 bushels for each farmer.

Owing to the financial crisis through which the civilized world has been called upon to pass recently, values of farm produce have been much depressed. It has been keenly felt here owing to our geographical position, which necessitates long railway carriage of all our surplus products. I am fully satisfied that owing to the farmers of Manitoba having very largely adopted the system of mixed farming, not depending entirely on any one line of produce, the trade of the country is in a very healthy state, notwithstanding the low prices of to-day.

Another matter which affords us satisfaction and which indicates the substantial growth of the grain interest in the Northwest, is the increase of storage capacity, it being calculated that a capacity for five millions exists, inland, west of Port Arthur, including elevators belonging to mills.

The year just closed has marked another important epoch in Western Canadian history, in the way of enlarging our field of operation. By the completion of the Morris and Brandon branch of the Northern Pacific, a very important

section of the Province is made convenient to railway service. The Canadian Pacific have shown their usual zeal and enterprise and are pushing the Glenboro extension across country to intercept the Souris extension at Plum Creek, while it is confidently expected that Melita will be reached in time to move the exceedingly heavy crop of that district. The Manitoba and Northwestern have succeeded in practically reaching the York Colony settlement of the Northwest, while the completion of the Regina & Long Lake Ry. opens up one of the finest agricultural districts in the whole Northwest, namely, Prince Albert. This is not all! The Edmonton & Calgary road has been constructed as far as the Red Deer River, and will be completed to Edmonton early next year; all of which means increased trade and influence for our Exchange, because this city holds the same relations to Manitoba and the Northwest as Chicago does to the Western States, and Montreal to Eastern Canada. Again, the expansion of our trade areas in the west necessarily means increased facilities for the handling of our stuff east of here. I am pleased to be able to tell you that it is fully expected, before the movement of another crop, that the Winnipeg and Southeastern will be an accomplished fact; that is, another road to Duluth. I am also credibly informed that the promoters of the Hudson's Bay Railway are quite confident of floating that scheme, which, after all, is the most important road of all, so far as this country is concerned. I am pleased at all this extension of railways, because it means a quicker movement of the crop. I am fully satisfied that it is in the interest of the farmers of this Northwest that they dispose of their surplus before the close of navigation. The average of prices paid during the last five years proves this, and I think farmers are so convinced to-day.

Another matter of importance to this Exchange and the farmers, is that of making Winnipeg a milling centre. If the water power of St. James Rapids were utilized for the same purpose as the St. Anthony Falls at Minneapolis, I am satisfied

that thousands of dollars would annually be saved to the farmers of this Province. What I mean is, that if we had several large mills here, grinding practically for export, they would be able to absorb all the sample stuff that might offer at fair prices. This would apply particularly to a year such as this, as we all know that owing to the condition of wheat, a large amount is "off grade," and is practically slaughtered in the east. I hope before another Annual Meeting that the power spoken of will be made available. I am also of the opinion that Winnipeg should have terminal elevators where the receipts of the country could be collected, cleaned, graded and sold in round lots, an official inspector and weighman certifying as to the quality and quantity, thus avoiding claims for shortage.

I think I will not be charged with any political motive if permitted to express my opinion on the trade question as it affects our Exchange and the farmers of the Northwest.

I am firmly convinced that closer trade relations with the nation to the south of us would be productive of most substantial benefits to our people. They have many things which we require, while we produce largely what they need. It is true that the McKinley bill, passed by the party in power, would indicate a determined resolution, on the part of the Republican party of the United States, "to stay" with Protection; but there was a silver lining to this dark cloud in the November elections, which warrants us in expecting a change of policy in the near future. They require this year our oats, barley and potatoes, as well as other products of the farm, and would pay handsome prices were it not for the custom duty. Oats, for instance, are worth to-day in St. Paul 41 cents for 32 pounds. The transportation charge from nearly anywhere in Manitoba is 21 cents per 100 pounds, or equal to, in round figures, 7 cents; which leaves 34 cents F. O. B. cars. Deduct from this 3 cents for buying, cleaning and loading, and you have 31 cents net to the farmer, instead of the 25 cents he is receiving to-day, a difference of 6 cents, or even more, as we

can only pay 25 cents for 34 lbs. Six cents on five millions of bushels of oats (which would be exported if there was no duty) is \$300,000. The same will apply to barley, potatoes and various other things, while an equal saving would be made on many other commodities we could buy from them which we now purchase at their price, plus the duty. I hope no sentimental mistake will prevent our Government from using every opportunity to secure, at the earliest possible date, a treaty of reciprocity with the people to the south of us.

What we want to-day in the Northwest, more than anything else, is "more people." How to get them is the question that is engaging the attention of both Local and Dominion governments; the railway people are doing their part as well, but make the country a cheap one to live in; let the people sell in the dearest and buy in the cheapest markets; take down that bar to progress—so far as the Northwest is concerned—the customs charge; and I have no doubt that before the year 1900 we would number one million souls west of Port Arthur.

The heavy demand made on railways for rolling stock has been fairly met, so far, and I hope that, with the favorable weather of the season, they will continue equal to the necessities of the trade. Satisfactory arrangements have been made as to what shall be the so-called "stop off" charge, both at Winnipeg and Port Arthur.

And now, gentlemen, in conclusion, I have to thank you for the honor you conferred upon me in making me your president for the past year. I have the satisfaction of assuring you, however, that the ratio of prosperity during my term has been equal to that of any previous year, and in handing over the position to my successor, I do so feeling that at no time were we in so strong and healthy a condition as to-day.

REPORT OF COUNCIL.

WINNIPEG, Jan. 7th, 1891.

To the Members of the Winnipeg Grain and Produce Exchange.

GENTLEMEN:—

Your Council beg to present their Third Annual Report covering the duties attended to by them.

Meetings of the Exchange and Council have been held when necessary and the routine business of the Exchange has gone on satisfactorily and without jar or want of smoothness.

INCORPORATION.

One of the first subjects to receive the attention of the Council after the last Annual Meeting was the question of securing an Act of Incorporation for the Exchange. It was decided to consult with Messrs Perdue & Robinson, solicitors, and request them to draft a form of bill which would cover all the objects sought to be gained. Mr. Robinaon met the members of the Council and went into details of charters which might undoubtedly be obtained from the Dominion or Manitoba Legislatures, and after full consideration the Council gave instructions to the solicitors to draft in full a bill covering all the points suggested to them, and to publish in the *Manitoba Gazette* a notice that at the next session of the Manitoba Legislature an Act of Incorporation would be applied for by the Exchange. The draft of the bill will be submitted to you at the Annual Meeting for your consideration and final decision. There can be no question but that this body should

be incorporated, so that its power to own lands and buildings would be clear and indisputable. The Council considers that all powers at present required by the Association can be secured by local charter. The general Act of the Dominion applying to the legalizing of Boards of Trade does not grant authority to such bodies of borrowing money or erecting buildings, and no good purpose would be effected by the Exchange registering under that Act, even if the Winnipeg Board of Trade did not already occupy the field and answer all the purposes of a body formed for deliberation on general trade matters. The purpose of the Exchange is not only to advocate the general interests of the grain and produce trades, but as well to establish a practical central market where large or small quantities of farm produce can be bought or sold on call, either for immediate or future delivery, and at any points of shipment or delivery.

FLOUR DUTY.

The resolution passed at the last Annual Meeting of the Exchange petitioning the Dominion Government to equalize the customs import duty on flour and wheat, having been sent to Municipal Councils and Boards of Trade in Manitoba and the Northwest Territories with the request that they also endorse the petition, a very general response was made, so that the delegates who went to Ottawa to interview the members of the Government carried with them nearly fifty petitions. The Dominion Millers Association asked this Exchange to petition the Government that an import duty of one dollar a barrel be placed on flour, but this was not agreed to. The delegates, including members of Boards of Trade from several Provincial points, laid the matter in the strongest manner possible before Sir. John A. MacDonald and a number of the members of his Cabinet at a meeting held in Ottawa while Parliament was in session. The amended Customs Act soon after submitted to the House contained a clause increasing the duty on imported flour from 50 cents to 75 cents per barrel.

ARBITRATIONS.

Several matters in dispute between members of this Association were, during the year, submitted to the Board of Arbitrators for settlement, and received prompt attention. A special record book of such cases is kept by the Secretary, which contains the awards made. Full settlement has invariably and immediately followed the findings of the arbitrators. When the great volume of business transacted between members of this Exchange is considered it is apparent that the duties of the Arbitration Board have been exceedingly light.

DISPUTES BETWEEN GRAIN INSPECTORS.

In former years when a dispute arose between grain inspectors as to the true quality of grain inspected by one of them and reinspected by another, practically all appeals were carried before a Dominion Board of Arbitrators sitting in Toronto. During the past year, an Order-in-Council was passed at Ottawa, directing that in all cases where grain grown in Manitoba and the Territories were concerned, no matter where the Inspectors in the dispute were stationed, should be brought before a Board of Arbitrators who would sit in Winnipeg. The following were named in the Order-in-Council as composing a Board for the above purpose, viz.: Messrs. S. Spink (chairman), S. Nairn, G. J. Maulson, A. Atkinson and F. W. Thompson.

Although the Inspectors of Grain have this year met with exceptionally great difficulties in performing their duties, no case has as yet been submitted for the decision of the above Board.

FOREIGN MARKET QUOTATIONS.

Owing to the fact that the Chicago Board of Trade ceased to supply their quotations, continuously, to the public, and the Great Northwestern Telegraph Company are not enabled to supply them, the Chicago markets have been obtained, for

periods of time, during the past year, from private sources in Chicago and Minneapolis; but as these messages are charged for by the telegraph company at full commercial rates, the cost has been excessive and greatly increased our telegraph account. The Council, early in December, cut the Chicago reports from the quotation list, and increased the reports from New York. Very complete reports are received, at short intervals, from Liverpool, New York, Minneapolis and Duluth. Several members of the Exchange at Provincial points have foreign market reports forwarded to them by cipher during each day, and members in the city make good use of the telephone system for the same purpose.

LOCAL GOVERNMENT BULLETINS.

A deputation from the Council waited on the Hon. Mr. Greenway and urged him to issue regular monthly bulletins during the summer months, giving reports as to the condition of the crops. A favorable reply was received from him, and he promised to issue bulletins at dates when they would be of any practical value.

FREIGHT RATES ON SEED GRAIN.

Deputations from the Exchange waited on the Canadian Pacific Railway authorities in Winnipeg, and on President Van Horne in Montreal, on the subject of reduced freight rates on seed grain for last spring's sowing.

OAT CULTIVATION.

Your Council wish to call the attention of this Exchange to the desirability of taking steps to acquaint the farmers of Manitoba with the fact that much better prices can be paid them for good white oats than for the black, or mixed, varieties that are too generally raised in this Province. Continual complaint is made by eastern consignees of the unclean condition of the oats shipped out from Manitoba, and also of

the fact that, while the demand for good white milling oats is strong, they are not forthcoming. Perhaps it would be well if the Exchange brought this matter officially to the notice of the Minister of Agriculture of Manitoba, who might take proper steps to inform farmers on the subject.

RAILWAY EXCURSION.

In August last the Exchange received an invitation from the General Manager of the Northern Pacific & Manitoba Railway to send ten members with a party on an excursion to Duluth, St. Paul and Minneapolis. Ten delegates from this Exchange enjoyed the hospitality of the railway company en route, and in the cities mentioned were entertained by commercial bodies and shown every possible courtesy. In Duluth short addresses were delivered on the floor of the Board of Trade, and an inspection was made of the elevator system. The facilities for receiving, storing and shipping Manitoba grain in bond were examined with interest.

NEW MEMBERS.

Eight new members have been voted on for the roll of membership, they in each case presenting transfers of certificates. The roll now shows 100 members.

DEATHS.

The Exchange lost one of its members by death in the person of Mr. A. H. Plewes, who was an active and energetic member of the Council of 1889. Mr. Plewes died at St. Thomas, Ont., on the 7th July last.

THE CALL BOARD.

The regular hour for sales on Call is now from 11 a.m. to noon, and these meetings for business are well attended. The volume of trade done on open Call is very satisfactory, outside of the facility such meetings present for general business. Matters of interest and value are continually arising and are

brought to the notice of the trade generally, during Call hour, with beneficial results. A record book of transactions on Call is fyled in the Secretary's office, as well as the days' quotations, which are preserved for the information of members.

TRADE TERMS.

Recently several questions have arisen as to the exact meaning of certain commercial terms used in the trade, some of those now in general use being variously interpreted by different members. We would recommend that a committee be appointed at the Annual Meeting to draft a set of rules defining trade terms used in this Exchange and revising those already adopted, the committee to report to a General Meeting of the Association. It may not be out of place to draw the attention of the members to the fact that certain trade terms, notably that of "in store" is interpreted differently by the Boards of Trade in Eastern Canada; and trouble and loss has resulted to members of this Exchange from this confusion. Last year an attempt was made, by corresponding with the Boards of Trade of Toronto and Montreal, to secure co-operation in working out a code of trade terms that would be acceptable to the members of the principal associations of grain dealers and millers, but no favorable results followed.

TRANSFER RAILWAY.

At a meeting of the Exchange in September last the following resolution was unanimously carried and forwarded to Ottawa: "That this Exchange is of the opinion that it would be of great advantage to the grain trade of Manitoba to have a connection made between the Winnipeg Transfer Railway and the Canadian Pacific Railway in the City of Winnipeg."

EXCHANGE ROOMS.

Although the Rooms now used jointly with the Winnipeg Board of Trade are defective as to lighting, the arrangement

with that body has been very satisfactory, but it is to be hoped that in the near future, a building thoroughly suitable for the purposes of such associations will be erected and occupied by both bodies, in addition to providing offices that will centralize the grain trade in Winnipeg.

N. BAWLF, President.

C. N. BELL, Secretary.

TREASURER'S REPORT.

WINNIPEG, MAN., 14th Jan., 1891

CHAS. N. BELL,

Treasurer.

IN ACCOUNT WITH WINNIPEG GRAIN AND PRODUCE EXCHANGE.

For Year ending 31st Dec. 1890.

To balance from last year	-	-				\$1,216 61
Annual Dues	-	-	-	-	\$1,325 00	
Transfers	-	-	-	-	8 00	
Interest	-	-	-	-	53 38	—\$1,386 38
						<u>\$2,602 99</u>
By Paid Market Reports	-	-	-		\$785 79	
Services	-	-	-	-	720 00	
Printing and Postage	-	-			82 90	
Share Rent, Telephone &c.	-				70 30	
Miscellaneous	-	-	-	-	34 40	—\$1,693 39
						<u>Cash in Bank - \$909 60</u>

NO LIABILITIES.

Audited and found correct.

R. P. Roblin,

S. W. Farrell,

Auditors.

EXTRACTS FROM THE GENERAL INSPECTION ACT
OF CANADA, CHAP. 99, VICT., 1886.

BOARDS OF EXAMINERS.

The Board of Trade at each of the Cities of Quebec, Montreal, Toronto, Kingston, Hamilton, London, Ottawa, Winnipeg and St. John, N.B., and at Port Arthur, and the Chamber of Commerce at the City of Halifax and at the City of Victoria, shall annually appoint in the said localities respectively, and the Governor-in-Council may, from time to time, appoint in any county in Canada or for any inspection division, five fit and skilful persons, any three of whom shall be a quorum, for each class of articles to be inspected in such locality or country to examine the test and ability and fitness of applicants for the office of Inspector or Deputy Inspector of such articles; and no person shall be appointed such Inspector or Deputy Inspector, who has not been examined by and received a certificate of qualification from the proper Board of Examiners; and the Board may, at any such examination, permit the attendance of any person or persons of experience and skill in the subject of such examination, and allow them to propose questions pertinent thereto to the candidate in order to test his knowledge and skill.

Every such Board shall grant such certificates, and such only, as to the qualification of the candidates who present themselves for examination, as the knowledge and proficiency of such candidates require or justify. 37 V., c. 45, s. 2, *part*; —46 V., c. 29, s. 1;—48 & 49 V., c. 66, s. 2.

The standards in respect of grain grown west of Port Arthur shall be chosen by a Board of nine persons annually appointed by the Governor-in-Council, five of whom shall be a quorum; such Board shall be elected from the Boards of

Examiners of applicants for the office of Inspectors of wheat and other grain and from the duly appointed Grain Inspectors, which Examiners and Inspectors are resident at Port Arthur or west thereof; and such persons shall meet at such time and place as the Governor-in-Council appoints; and by the standards so chosen, the Inspectors of Grain, throughout Canada, shall be governed in the work of inspection as respects grain grown west of Port Arthur.

If any dispute arises between the Inspector or Deputy Inspector for any of the places hereinbefore mentioned by name, where there is a Board of Trade or a Chamber of Commerce, and the owner or possessor of any article inspected under this Act, with regard to the quality or condition of such article, or relating thereto, such dispute shall not be decided in the manner in this section before provided, but upon application by either of the parties to the dispute, to the Secretary of the Board of Trade or the Chamber of Commerce for the place where the dispute has arisen, the Secretary shall forthwith summon a meeting of the Board of Examiners for the said place, who, or a majority of whom, shall immediately examine such article and report their opinion of the quality or condition thereof; and their determination, or that of a majority of those present, expressed in writing shall be final and conclusive, and the Inspector or Deputy Inspector shall immediately attend and conform himself thereto, and shall brand, stamp or mark, or cause to be branded, stamped or marked, such article or the package containing the same, of the quality or condition ascertained by the determination aforesaid, or shall grant a certificate of the inspection in accordance with such determination, as the case requires.

"ARBITRATIONS BETWEEN INSPECTORS"

Certified Copy of a Report of a Committee of the Honorable the Privy Council, approved by His Excellency the Governor General in Council, on the 4th March, 1890.

On a memorandum, dated 22nd February, 1890, from the Minister of Inland Revenue recommending the appointment of the undermentioned persons, viz:—

S. Spink, (Chairman), S. Nairn, G. J. Maulson,
A. Atkinson, F. W. Thompson—

(of whom three shall constitute a quorum) as a Board of Examiners and Arbitrators for the following purposes:

No. 1. To examine and test the fitness of Candidates to become Inspectors or Deputy Inspectors of Wheat and other Grains in respect of all grain inspection divisions or districts west of and including that of Port Arthur.

No. 2. To determine all cases of difference between Inspectors as to the true quality or grade of any grain inspected by one of them and re-inspected by another.

The said Board shall be empowered under the 8th subsection of section 16 of the General Inspection Act, Cap. 99, Revised Statutes, to determine all differences between any two Inspectors of Grain in respect of grain grown west of Port Arthur.

Provided that in cases wherein the Inspector of Winnipeg is a party the other Inspector with whom the difference arises may call upon the President of the Board of Trade within the District comprised by the grain inspection division for which such Inspector has been appointed to nominate two members of such Board engaged in or having a knowledge of the grain trade and not being interested parties, and upon such parties presenting themselves at the usual place of meeting of the said Board of Arbitrators, such nominees shall with the Chairman and such two other members of the Board hereinbefore established as the Chairman shall select, constitute a legal Board for the determination of the matter in dispute.

In the absence of the Chairman the Board shall select an Acting Chairman and he shall have all the powers of the chairman as herein stated.

The aforesaid Board of Arbitrators may, under authority of the 19th Section of the afore cited Act collect from such Candidate coming before them for examination, before such examination is held, a fee not to exceed twenty dollars, to be distributed in such way as the said Board may direct.

The Committee submit the same for Your Excellency's approval.

(Signed) John J. McGee,
Clerk, Privy Council.

GRAIN STANDARDS.

Wheat.

Extra Manitoba hard wheat shall be sound and well cleaned, weighing not less than sixty-two pounds to the bushel, and shall be composed of a least eighty-five per cent. of hard red Fyfe wheat, grown in Manitoba or the North-West Territories of Canada ;

No. 1 Manitoba hard wheat shall be sound and well cleaned, weighing not less than sixty pounds to the bushel, and shall be composed of at least two-thirds of hard red Fyfe wheat, grown in Manitoba or the North-West Territories of Canada ;

No. 2 Manitoba hard wheat shall be sound and reasonably clean, weighing not less than fifty eight pounds to the bushel, and shall be composed of at least two-thirds of hard red Fyfe wheat, grown in Manitoba or the North-West Territories of Canada ;

No. 1 hard white Fyfe wheat shall be sound and well cleaned, weighing not less than sixty pounds to the bushel, and shall be composed of not less than sixty per cent. of hard white Fyfe wheat, grown in Manitoba or the North-West Territories of Canada, and shall not contain more than twenty-five per cent. of soft wheat ;

No. 1 Manitoba northern wheat shall be sound and well cleaned, weighing not less than sixty pounds to the bushel, and shall be composed of at least fifty per cent. of hard red Fyfe wheat, grown in Manitoba or the North-West Territories of Canada ;

No. 2 Manitoba northern wheat shall be sound and reasonably clean, of good milling qualities, and fit for warehousing, weighing not less than fifty eight pounds to the bushel, and shall be composed of at least fifty per cent. of hard red Fyfe wheat, grown in Manitoba or the North-West Territories of Canada ;

No. 1 spring wheat shall be sound and well cleaned, weighing not less than sixty pounds to the bushel ;

No. 2 spring wheat shall be sound and reasonably clean, weighing not less than fifty-eight pounds to the bushel ;

No. 3 spring wheat shall comprise all wheat fit for warehousing, not good enough to be graded as No. 2, weighing not less than fifty-six pounds to the bushel ;

Rejected spring wheat shall comprise all wheat fit for warehousing but too low in weight or otherwise unfit to be graded as No. 3 ;

Goose wheat No. 1 shall be plump and well cleaned, weighing not less than sixty-one pounds to the bushel ;

Goose wheat No. 2 shall be plump and reasonably well-cleaned, weighing not less than fifty-nine pounds to the bushel ;

Goose wheat No. 3 shall comprise such as is not good enough to be graded as No. 2, reasonably clean and weighing not less than fifty-five pounds to the bushel.

Oats.

No. 1 oats shall be sound, plump, clean and free from other grain ;

No. 2 oats shall be sound, reasonably clean, and reasonably free from other grain.

No. 3 oats shall be sound but not clean enough to be graded No. 2.

Rejected oats shall include such as are damp, unsound, dirty or from any cause unfit to be graded as No. 2.

Barley.

No. 1 barley shall be plump, bright, sound, clean and free from other grain ;

No. 2 barley shall be reasonably clean and sound, but not bright and plump enough to be graded as No. 1, and shall be reasonably free from other grain, and weighing not less than forty-eight pounds to the bushel ;

No. 3 extra barley shall be in all respects the same as No. 2 barley, except in color, weighing not less than forty-seven pounds to the bushel ;

No. 3 barley shall include shrunken or otherwise slightly damaged barley, weighing not less than forty-five pounds to the bushel ;

No. 4 barley shall include all barley equal to No. 3, weighing less than forty-five pounds to the bushel ;

All barley which is damp, musty, or from any cause badly damaged or largely mixed with other grain, shall be graded as "rejected."

All barley grown in Manitoba or the North-West Territories of Canada, shall be graded as above, but shall be distinctly classified by inspectors as "Manitoba" barley.

Provisions as to all Grain.

No grain that is warm, or is in a heating condition, shall be graded ;

No wheat or other grain that has been subject to scouring or treatment, by use of lime or sulphur, shall be graded higher than No. 3 ;

In the inspection of grain, the weight shall not alone determine the grade.

All Inspectors shall make their reasons for grading grain, when necessary, fully known by notation on their books ;

Samples furnished to Inspectors shall be made to conform, as strictly as possible, to the conditions and terms specified in the foregoing classification.

GRAIN STORAGE CAPACITY

(West of Lake Superior.)

ON, OR ADJACENT TO, LINES OF RAIL.

C. P. RY. MAIN LINE.

STATION.	OWNER.	CAPACITY (BUSH.)
PORT ARTHUR	Canadian Pacific Ry. Co. . .	300,000
FORT WILLIAM	“ “	2,500,000
KEEWATIN	Lake of Woods Milling Co. . .	600,000
WINNIPEG	Ogilvie Milling Co.	310,000
“	Hudson's Bay Co.	45,000
“	N. Bawlf, Lessee	70,000
“	Stephen Nairn	45,000
HIGH BLUFF	J. Dilworth	30,000
“	J. A. K. Drummond	17,000
“	Ogilvie Milling Co.	12,000
POPLAR POINT	Francis Bros.	w 4,000
PORTAGE LA PRAIRIE	Portage Milling Co.	175,000
“	Ogilvie Milling Co.	35,000
“	Farmers	50,000
BURNSIDE	Campbell & Green	w 1,500
“	Portage Milling Co.	w 2,500
MCGREGOR	H. Crowe & Co.	w 4,000
“	Campbell & Green	w 3,000
“	R. B. Wisch	w 3,000
AUSTIN	W. Clifford	w 1,200
CARBERRY	Lake of Woods Milling Co. . .	30,000
“	Lyons Ele. Co.	60,000
“	Ogilvie Milling Co.	12,000
“	H. Crowe & Co.	35,000
“	Manitoba Mill. & Brew. Co. .	18,000
SEWELL	Dines & Cleveland	w 2,500

STATION.	OWNER.	CAPACITY (bush.)
DOUGLAS	T. E. Greenwood	20,000
"	Hannan & Leeson	30,000
CHATER	T. D. Woodcock	25,000
BRANDON	Ogilvie Milling Co.	40,000
"	T. Thompson	w 10,000
"	Campbell & Edgar	35,000
"	G. P. McLaurin	30,000
"	T. B. McKenzie	w 7,000
"	McMillan Bros.	40,000
"	Hesson	15,000
"	Parish & Lindsay	12,000
"	" "	w 8,000
"	Alexander, Kelly & Co.	30,000
KENMAY	Thompson & Sword	30,000
ALEXANDER	McMillan Bros.	30,000
"	McKenzie & McLaren	30,000
"	Ogilvie Milling Co.	10,000
GRISWOLD	W. Gouinlock	30,000
"	Ogilvie Milling Co.	25,000
"	W. T. Smith	25,000
"	Lake of Woods Milling Co.	30,000
OAK LAKE	Ogilvie Milling Co.	20,000
"	Leitch Bros.	w 20,000
VIRDEN	Leitch Bros.	45,000
"	McBean Bros.	35,000
"	Lake of Woods Milling Co.	30,000
ELKHORN	Ogilvie Milling Co.	12,000
"	H. M. Power	w 5,000
"	Roblin & Atkinson	w 2,500
FLEMING	S. Pierce	10,000
MOOSOMIN	Ogilvie Milling Co.	33,000
"	Smith & Brigham	w 12,000
"	S. P. Clark & Co.	w 3,000
WOLSELEY	W. D. Cook	20,000
WAPELLA	A. Knowles	w 1,800
"	Roblin & Atkinson	w 5,000
WHITEWOOD	Macauley & Higginbotham	w 4,000
"	J. Street	w 1,000
"	Roblin & Atkinson	w 3,000
BROADVIEW	Clemenson & Patterson	w 4,000
"	A. G. Thorburn	w 1,800

STATION.	OWNER.		CAPACITY (bush.)
GRENFELL	Sherlock & Freeman	w	5,000
"	McMillan Bros.	w	2,000
"	J. Paterson	w	3,500
SINTALUTA	Ogilvie Milling Co.	w	5,000
"	Sherlock, Freeman & Co.	w	5,000
INDIAN HEAD	W. R. Bell		50,000
	McMillan Bros		25,000
QU'APPELLE	" "	w	30,000
"	G. H. Bulgea	w	5,000
BALGONIE	W. & P. Dickson	w	1,500
REGINA	J. D. Sibbald & Co.		25,000
"	" " "	w	10,000
"	Jenner, Smith & Co.	w	10,000
PENSE	A. Blair	w	1,200
MOOSE JAW	McMillan Bros.	w	4,000
"	E. A. Baker	w	6,000
"	Man. Mill & B. Co.	w	4,000
"	Simpson.	w	4,000
Total			5,342,000

C. P. RY. DELORAINE BRANCH.

MORRIS	Ogilvie Milling Co.		40,000
"	" " "	w	10,000
"	M. A. Russell	w	10,000
GRETNA	Ogilvie Milling Co.		40,000
"	Ogilvie Milling Co.	w	10,000
"	Body & Noakes	w	3,000
"	McBean Bros.		30,000
"	J. & J. Livingstone	w	8,000
"	Lake of Woods Milling Co.		18,000
PLUM COULEE	" "		20,000
"	J. & J. Livingstone	w	12,000
"	Ogilvie Milling Co.		35,000
"	P. Peter	w	10,000
MORDEN	Ogilvie Milling Co.		40,000
"	McBean Bros.		35,000
"	McMillan Bros.		25,000
"	Dines & Cleveland		10,000
"	Body & Noakes	w	3,000

STATION	OWNER.		CAPACITY (bush.)
THORNHILL	Lake of Woods Milling Co.		20,000
"	Ogilvie Milling Co.		20,000
"	R. Ironside.	w	5,000
MANITOU	"		45,000
"	Ogilvie Milling Co.		35,000
"	McBean Bros.		35,000
LA RIVIERE	P. Forgey	w	1,000
"	N. Bawlf.	w	6,000
"	R. Ironside.	w	2,000
"	M. Keating.	w	1,000
PILOT MOUND	Ogilvie Milling Co.		40,000
"	Chalmer Bros.		25,000
"	J. T. Jackson.	w	5,000
"	Chalmers Bros.	w	5,000
CRYSTAL CITY	Ring and Parr.		25,000
CLEARWATER	R. Rogers.	w	3,000
"	A. McBean	w	3,000
CARTWRIGHT	A. Davidson.		22,000
"	A. T. Johnson	w	2,000
"	Z. T. Menarey	w	2,500
HOLMFIELD	Mesner, Young and Co.	w	9,000
KILLARNEY.	Harrison Bros.		40,000
"	T. J. Lawler	w	3,000
"	McMillian Bros	w	2,000
NINGA	M. Zickrick		15,000
BOISSEVAIN	E. B. Tatchell		25,000
"	Ogilvie Milling Co	w	3,000
"	Geo. Morton		20,000
WHITEWATER	Geo. Morton.		20,000
DELORAINÉ	C. A. Young.		30,000
"	C. A. Young.	w	3,000
"	Ogilvie Milling Co		22,000
"	S. P. Clark and Co		30,000
"	S. P. Clark and Co	w	4,000
TOTAL.			887,500

 GLENBORO BRANCH.

CARMAN	R. P. Rollin.	30,000
"	Lake of Woods Milling Co	20,000

STATION.	OWNER.	CAPACITY (bush.)
TREHERNE	R. S. Alexander	30,000
"	R. S. Alexander	w 3,000
HOLLAND	Lake of Woods Milling Co.	17,000
"	J. Moir	w 1,000
"	N. Bawlf	w 5,000
CYPRESS RIVER	J. Riley	25,000
"	J. Riley	w 3,000
"	Roblin and Atkinson	w 3,000
GLENBORO	Ogilvie Milling Co	40,000
"	H. Crowe and Co.	24,000
"	C. W. Hay	w 8,000
TOTAL		209,000

C. P. R. OTHER BRANCHES.

NIVERVILLE	Macara	20,000
"	Ogilvie Milling Co	w 8,000
"	R. Church	w 2,000
DOMINION CITY	Agnew and Co.	30,000
"	J. Waddell	30,000
OTTERBURNE	P. Carey	w 5,000
EMERSON	J. Thompson	25,000
"	Ogilvie Milling Co	10,000
"	N. Bawlf	w 6,000
SOURIS	Lake of Woods Milling Co.	35,000
"	Lake of Woods Milling Co.	w 10,000
"	McCulloch and Herriot ..	w 10,000
"	Hughes and Atkinson	w 10,000
"	Durham and Co	w 10,000
STONEWALL	Ogilvie Milling Co	10,000
"	H. McCulloch	w 10,000
"	Dines and Cleveland	w 6,000
TOTAL		237,000
TOTAL, C. P. R.		6,756,500

MANITOBA AND NORTHWESTERN RAILWAY.

MACDONALD	Campbell & Green	12,000
"	N. Bawlf	w 6,000

STATION.	OWNER.		CAPACITY (bush.)
GLADSTONE	P. Broadfoot	w	6,000
"	Roblin & Atkinson	w	4,000
"	A. C. Williams	w	6,000
"	W. S. Bailey	w	3,000
"	Campbell & Green	w	2,000
ARDEN	Roblin & Atkinson	w	3,000
"	N. Bawlf	w	3,000
"	Moore & McFarlane	w	10,000
NEEPAWA	Beautiful Plains Milling Co.		60,000
"	Ogilvie Milling Co.		20,000
"	Roblin & Atkinson	w	12,000
"	J. J. Hamilton		15,000
"	E. O'Reilly		25,000
FRANKLIN	W. J. Sirrett	w	7,000
"	Roblin & Atkinson	w	7,000
MINNEDOSA	W. P. Johnstone		25,000
"	Ogilvie Milling Co.		30,000
"	James Jermyn	w	7,000
"	A. C. Sewell	w	3,000
"	F. & E. Pearson	w	30,000
RAID CITY	G. McCulloch & Co.		40,000
"	Head & Christie	w	8,000
"	N. Bawlf	w	14,000
"	John Wilson	w	1,000
BASSWOOD	N. Bawlf	w	3,000
NEWDAL	"	w	3,000
"	J. L. Cook	w	1,000
STRATHCLAIR	Campbell and Green	w	3,000
"	W. B. Moore		13,000
SHOAL LAKE	Shoal Lake Milling Co.		25,000
"	A. Marshall	w	10,000
SOLSGIRTH	R. Nelson	w	3,000
"	Roblin and Atkinson	w	3,000
BIRTLE	N. Bawlf	w	3,000
"	Arrow Milling Co.	w	10,000
FOXWARREN	T. Ahnack	w	3,000
BINSCARTH	Roblin and Atkinson	w	3,000
"	Lessees	w	5,000
MILLWOOD	Mitchell and Bucknall	w	10,000
RUSSELL	Campbell and Green	w	5,000
"	J. G. Boulton	w	5,000

STATION.	OWNER.		CAPACITY (bush.)
SALTCOATS	N. Bawlf	w	3,000
TOTAL			470,000

NORTHERN PACIFIC AND MANITOBA RAILWAY.

MORRIS	Martin, Mitchell and Co.		30,000
ST. JEAN	" " " "		30,000
LETELLIER	" " " "		12 000
"	H. Crowe and Co.		12,000
WEST LYNNE	Martin, Mitchell and Co.		70,000
UNION POINT	" " " "	w	2,500
SOMERSET	" " " "	w	2,500
SWAN LAKE	" " " "	w	2,500
PORTAGE LA PRAIRIE..	" " " "		30,000
ROLAND	" " " "		30,000
MIAMI	" " " "		30,000
GREENWAY	" " " "		30,000
BELMONT	" " " "		30,000
WAWANESA	" " " "		30,000
"	Manitoba Elevator Co.		33,000
ROUNTHWAITE	Martin, Mitchell and Co.		30,000
MARTINVILLE	" " " "		12,000
BALDER	Manitoba Elevator Co. .		33,000
HILTON	" " " "		33,000
TOTAL			482,500
GRAND TOTAL			7,628,000

FLOUR MILLS.

STATION.	OWNER.	DAILY CAPACITY (barrels)
KEEWATIN	Lake of Woods Milling Co.	1,200
WINNIPEG	Ogilvie Milling Co.	1,000
"	Hudson's Bay Co	200
HIGH BLUFF	N. R. Calhoun	50
PORTAGE LA PRAIRIE	Portage Milling Co.	500
MCGREGOR	R. Whitelaw	125
AUSTIN	D. Groves	150
CARBERRY	Man. Milling & Brewing Co.	250
BRANDON	Alexander, Kelly and Co	250
OAK LAKE	Leitch Bros.	250
VIRDEN	Koester and Son	100
MOOSOMIN	Smith and Brigham	100
WHITEWOOD	A. Robinson	20
WOLSELEY	W. D. Cook	1 00
INDIAN HEAD	W. R. Bell	250
QU'APPELLE	McMillan Bros	250
GRETNA	D. Peters and Co	100
MORDEN	J. H. Fraser	50
MANITOU	McIntosh Bros	75
PILOT MOUND	R. Whitelaw	75
CRYSTAL CITY	J. W. Cochane	100
CLEARWATER	Western Canada Loan Company	50
BOISSEVAIN	Preston and McKay	125
CARMAN	M. H. Clendinning	55
TREHERNE	W. and J. Grey	130
HOLLAND	J. Moir	50
EMERSON	Fraser and Co.	300
STONEWALL	J. B. Rutherford and Co	75
SOURIS	McCulloch and Herriot	150
ARDEN	Moore and McFarlane	100
NEEPAWA	Beautiful Plains Milling Co.	100
MINNEDOSA	F. and E. Pearson	75
RAPID CITY	G. McCulloch and Co.	150
SHOAL LAKE	Shoal Lake Milling Co.	100
BIRTLE	Arrow Milling Co	100
MILLWOOD	Mitchell and Bucknall	75
ASSESSIPPI	Henry Gill	50
RUSSELL	J. G. Boulton	60
Total Flour Mills.		6,740

OATMEAL MILLS.

WINNIPEG.....	S. Nairn ..	100
BRANDON	Alexander, Kelly and Co	50
Total		150

MANITOBA'S GRAIN EXPORT.

WHEAT.

(INCLUDING FLOUR.)

Crop (1886).....	4,000,000 bushels.
" (1887).....	10,500,000 "
" (1888).....	4,000,000 "
" (1889).....	4,500,000 "
" (1890 Government Estimate).....	13,000,000 "

BARLEY.

Crop (1887).....	350,000 bushels.
" (1888).....	450,000 "

OATS.

Crop (1887).....	1,000,000 bushels.
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PERCENTAGES OF GRADES AS PER WINNIPEG INSPECTION.

	CROP 1886.	CROP 1887.	CROP 1888.	CROP 1889.
No. 1 Hard	61	10	19	41 $\frac{1}{4}$
No. 2 Hard	9	11	22 $\frac{1}{2}$	29 $\frac{1}{4}$
No. 3 Hard	—	—	17	—
No. 1 Northern.....	16	40	—	2 $\frac{1}{2}$
No. 2 and 3 Northern	4	18 $\frac{1}{4}$	—	12 $\frac{1}{2}$
No. 1 and 2 Spring	5	5 $\frac{3}{4}$	—	—
Rejected and No Grade	5	15	6 $\frac{1}{2}$	9 $\frac{3}{4}$
Other Grades.....	—	—	35	4 $\frac{3}{4}$
	100	100	100	100

WHEAT INSPECTED AT WINNIPEG.

Crop (1886)	1,362,600 bushels.
" (1887)	3,878,600 "
" (1888)	2,183,350 "
" (1889)	2,207,400 "

Balance of wheat went out as flour or was inspected at Port Arthur.





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FIFTH

ANNUAL REPORT

— OF THE —

Winnipeg

Grain and Produce Exchange



Presented to the Annual Meeting Held
January 11th, 1893.

WINNIPEG :
Printed at the Office of THE COMMERCIAL.
1893.

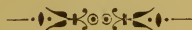


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Presented to the Annual Meeting Held
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WINNIPEG :
Printed at the Office of THE COMMERCIAL.
1893.

WINNIPEG

Grain and Produce Exchange.

Past Presidents :

COL. D. H. McMILLAN, 1887-8.
SAMUEL SPINK, 1889. N. BAWLF, 1890.
F. W. THOMPSON, 1891. J. A. MITCHELL, 1892.

1893.

President :

A. ATKINSON.

Vice-President :

THOS. GILL.

Secretary-Treasurer :

CHAS. N. BELL.

Council :

JOS. HARRIS.	G. R. CROWE.	S. A. MCGAW.
A. CAVANAGH.	N. BAWLF.	S. SPINK.
D. H. McMILLAN.	S. W. FARRELL.	F. W. THOMPSON.
E. THOMSON.	W. W. DINES.	

Board of Arbitrators :

S. A. MCGAW.	W. A. BLACK.	R. MUIR.
JOS. HARRIS.	D. H. McMILLAN.	W. W. WATSON.
D. W. CUMMING.	H. CROWE.	R. P. ROBLIN.
	D. G. McBEAN.	

Call Board Committee :

JOS. HARRIS.	S. SPINK.	S. W. FARRELL.
T. GILL.	W. W. DINES.	

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LIST OF MEMBERS

11th January, 1893.

NAME.	RESIDENCE.
Allan, W. R.	City.
Armitage, F. W.	"
Atkinson, A.	"
Austin, A. W.	"
Baird, John.	"
Bathgate, R. D.	"
Bawlf, N.	"
Bawlf, D.	"
Bawlf, W. J.	Port Arthur, Ont.
Beech, Wm.	City.
Bell, C. N.	"
Bell, W. R.	Indian Head, N.W.T.
Blackadar, Wm.	City.
Black, W. A.	"
Bready, T. T. W.	"
Brigham, I. R.	Moosomin, N.W.T.
Brydges, C. J. (Estate of)	City.
Buchanan, D. W.	"
Buchanan, W. F.	"
Burns, R.	"

NAME.	RESIDENCE.
Campbell, G. H.	City.
Cass, E.	"
Cavanagh, A.	Toronto and Winnipeg.
Champion, H. T.	City.
Clark, S. P.	"
Craig, Geo.	"
Crane, T. A.	Montreal, Que.
Crowe, H.	City.
Crowe, G. R.	"
Cumming, D. W.	"
Cummins, S. S.	"
Curry, D. S.	"
Dines, W. W.	"
Drewry, E. L.	"
Egan, E. C.	"
Egan, Pat.	"
Farrell, S. W.	"
Galt, George F.	"
Gibbins, W. T.	"
Gill, Thomas	"
Hall, C. E.	Alexander, Man.
Hamilton, J. J.	Neepawa, Man.
Harris, Jos.	City.
Harvey, J. G.	"
Hastings, W. A.	Montreal.
Hastings, George V.	Keewatin.
Hoare, J. H.	City.
Horn, David	"
Howard, Thomas	"

NAME.	RESIDENCE.
Ironside, Robert.....	Manitou, Man.
Logan, Wm.....	Carberry, Man.
Macdonald, Alex.....	City.
Macdonell, Alex.....	Lindsay, Ont.
Mackenzie, K.....	City.
Martin, Wm.....	"
Maulson, G. J.....	"
McBean, Oscar.....	"
McBean, Arch.....	"
McBean, D. G.....	"
McGaw, S. A.....	"
McGregor, Neil J.....	"
McKenzie, F. B.....	Brandon.
McMillan, D. H.....	City.
McMillan, W. W.....	"
Mann, J. E.....	Souris.
Mann, D. D.....	City.
Metcalf, H. D.....	Montreal.
Mitchell, James A.....	City.
Mitchell, H. B.....	Millwood, Man.
Montgomery, T. J.....	City.
Morgan, J. G.....	"
Muir, Robert.....	"
Nairn, S.....	"
Nichol, Thos.....	Wawanesa, Man.
Ogilvie, Shirley.....	City.
Olafson, G.....	"
Patterson, H. S.....	Portage la Prairie.

NAME.	RESIDENCE.
Roblin, R. P.	City.
Rokeby, R. T.	"
Rorison, R. D.	"
Ross I. M.	"
Sibbald, Jno. D.	Regina.
Simpson, F. G.	City.
Spink, Samuel	"
Sprague, D. E.	"
Steele, C. H.	"
Steen, James E.	"
Stephenson, John A.	West Superior.
Stewart, R.	City.
Stott, George	"
Strang, Robert	"
Stuart, A. P.	Deloraine, Man.
Thompson, Thomas	Brandon, Man.
Thompson, F. W.	City.
Thomson, Geo. A.	" and Montreal.
Thomson, E.	"
Vass, Albert.	"
Wainright, G. H. R.	Montreal.
Watson, W. W.	City.
Whitla, R. J.	"

President's Address.

GENTLEMEN :—

Following the usual custom of retiring Presidents, I would like to call the attention of the Exchange to a few matters some that have already been before them, and others that they will be called upon to deal with in the near future.

The question of securing property and erecting a building suitable for the business of the Exchange was gone into, and it was found impracticable at the present time, owing to the limited funds at our disposal, but I trust that in a few years we will be in a better position, and the scheme carried to a successful issue. In the meantime, I must congratulate the members that, owing to the energy and enterprise of one of our pioneer members, Mr. Bawlf, we have secured Board Rooms, and offices for most of the members, for a term of years, in a suitable building which he has erected under the auspices of the Exchange, thereby centralizing the business, greatly to the benefit of all concerned.

My predecessor, Mr. Thompson, went fully into the matter of farming last year, and with everything he said I heartily agree, but I certainly cannot let this question pass without directing your attention to the serious and detrimental effects of smut in our wheat crop again this season. In the early part of the year, a committee was appointed by the Exchange

who went into this question thoroughly, and their report shows conclusively that the damage and loss from this cause alone, to the crop of 1891, was greater than from frost and all other causes combined, and I confidently believe that if it had not been for the great shortage in Continental crops last year, the bulk of this wheat would have been simply unsaleable, as prices offered this year for the same kind of stuff would not pay the cost of transportation. Your committee recognizing the gravity of the situation, arranged for and issued 16,000 circulars, setting forth the facts, and recommending the use of first class seed, and the treatment of all seed by bluestone before sowing, as the best means of getting rid of the difficulty, and I am pleased to learn that their suggestions have been largely acted upon, resulting in a decided improvement in the year's crop in this respect, although the loss to the farmer this year will again be very great from this cause. I cannot too strongly recommend that further action be taken by the Exchange, to present the matter before our farmers, and try to free the country from this scourge, which can be done with so little trouble and expense.

NOXIOUS WEEDS

Especially French weed and Canadian thistles are rapidly taking possession of the cultivated lands on the banks of the Red and Assiniboine Rivers, nor will we see any improvement in this respect until the Local Government, by some system of inspection, compels the cutting of these weeds on highways and unoccupied lands, as individual effort on the part of farmers will be of no avail, with every gust of wind re-seeding the land, and I would recommend that your Exchange bring this matter before the proper authorities at the earliest opportunity.

RE INSPECTION.

Some changes have been made in the inspection laws at

terminal elevators, providing that all grain "inspected in" on certain grades, must be "inspected out" on the same grades, and if any admixture is made in such elevators, it must be so stated on the manifest and certificate. This action may at first thought seem harsh, but I am firmly convinced that it is only by putting on such safeguards and restrictions, that you can establish absolute confidence in our inspection laws, and make documents from such terminals, safe and desirable collateral security, and it will eventually be of decided benefit to each individual shipper and receiver, as well as to the country at large. Arrangements have also been made whereby surveys on the Port Arthur, as well as Manitoba, inspection, can be held in Winnipeg at a moment's notice when necessary, and at a nominal cost.

CONVENTION AT GRAND FORKS.

Your Council sent delegates to attend an International Convention at Grand Forks to discuss closer trade relations between the two countries. And the principal subject that came up for discussion was the improvement of our waterways to the sea board, and in my opinion this is a question of the most vital importance to our Province, and may well claim consideration at our hands.

A noted American economist has said, that the chief element of prosperity in a state or nation, is the economy of transportation of persons and property. Truer words were never spoken, and to no country do they apply with greater force than to Manitoba. From our inland position and great distance from the seaboard, we find that, as a rule, nearly if not quite, 50 per cent. of the price realized for our grain goes for transportation, and at the present moment, the export of barley and oats is prohibited by the high cost of transportation, and the low price they will command in foreign markets.

From a table compiled by the Chicago Board of Trade, the average charges for carrying a bushel of wheat from Chicago to New York by the three different methods, beginning 1868 and ending 1885, are as follows :

	Lake & Canal.	Lake & Rail.	All Rail
1868—	25.30	29.	42.16
with slight changes yearly until 1881,			
1881—	8.60	10.40	14.40
1885—	4.55	9.06	14.

since which time there has been no material change.

In 1884 the average cost per ton per mile on freight passing through the Soo Canal was 2.30 mills. In 1890, by reason of improvements which had been made in the waterways, the rate was reduced to 1.30 mills. In 1887 the lake freight from Duluth to Buffalo was 6.60 cents per bushel, in 1890 it was only 3 cents, a reduction in three years of 3.60 cents. This remarkable reduction was unquestionably due in a great part, to the increased size in the carrying capacity of the vessels, but the increase in the vessels' size would not have been possible, if the channels had not been deepened and otherwise improved. At the present time the depth of the water is about 14 feet, and the limit of carrying capacity of vessels is 2400 to 3000 tons, but it is confidently asserted by vessel builders and owners, that with 18 to 20 feet of water, the capacity can be increased to 6000 tons, and the above rate cut in two. The lowest rate ever reported made by a railroad is 4 mills per ton per mile, and the statistician of the Interstate Commerce reports the average of roads reported 9.22, and the average on all freights going through the Soo last season was 1.35 mills. From the above you can easily see the advantage it would be to the country to have 18 or 20

feet of water to the seaboard via Montreal. All the farmer consumes, as well as all he produces, would be carried at much cheaper rates. With deepened waterways, the head of ocean navigation would be transferred from the Atlantic seaboard to the western end of Lake Superior, and for all practical purposes, the ocean itself, with all its commercial advantages, would wash the shores of Duluth and Port Arthur.

BOARDS OF TRADE CONFERENCE.

One very pleasant feature during the past season was a conference with the country Boards of Trade, who sent delegates to meet with the Exchange, to discuss matters affecting inspection and the general interest of the grain trade. Although these meetings may not be productive of any immediate benefit, it is only by free and full discussions and exchange of views from all sides, both shippers and receivers, the best results can be obtained, more especially in a new country like ours where so much constructive legislation is necessary.

Our constitution provides for the establishment of branch associations in any city or town in the Province desirous of having them, and also for the affiliation of a Board of Trade where no such branch exists, by which the Board shall be entitled to all the powers and privileges of a branch association. I would like to see this matter taken up by your next Council and the matter placed before the country Boards of Trade, as if taken up by them, all interests in the grain trade would be more closely represented, and I trust for mutual benefit.

EXPORT TRADE.

I am sorry I cannot congratulate you on its unqualified success. As you are aware, owing to the lateness of our

harvests and the early closing of navigation at Montreal, the greater portion of our grain for export has to go out via Buffalo and New York "in bond" and the identity be preserved, and for this reason it is discriminated against, both in transit and on arrival. Owing to the congestion of stocks in Buffalo and New York, the railways and storage are taxed to their limit, which resulted in an advance in freight and a corresponding decline in prices. This has been of frequent occurrence in the past few years and strongly demonstrates the inadequency of our present transportation facilities, especially from our lake ports onward, and this being the case now with only about 3 per cent. of the land in Manitoba under cultivation, you can easily see how serious this matter may become as our Province develops, unless some prompt action is taken by our Government increasing our canal facilities.

Owing to the tariff arrangements of the United States, which impose a duty of 25 cents per bushel on all Canadian wheat which is consumed there, and even though it may grade No. 2 Spring in Chicago and No. 1 Northern in Duluth and New York, it is shut out of the speculative markets, as it cannot be applied on forward contracts unless the duty is paid, so that when the home demand for wheat in the United States or speculation advances prices above an export basis, the fact that our wheat can only go for export is taken into account by the buyers there and sells several cents below its actual milling value, compared with the same kind of wheat from Dakota and Minnesota.

As I previously pointed out, we are compelled to export a large proportion of our wheat through the United States ports, and the railroad and warehouse men discriminate against bonded wheat, because they have to preserve its identity, and wheat which would be otherwise handled in New York on regular storage and delivery terms is frequently put under demurrage immediately on arrival there at very considerable expense, and exporters will not handle our wheat

for the same commission as United States wheat, because of the expense and delay in the New York customs house.

ELEVATORS.

The construction of elevators is still keeping pace with the requirements of the country, and has again been increased this year by nearly 1,000,000 bushels, so that we now have a total capacity of 11,000,000 bushels, including Fort William and Port Arthur.

The question of building a transfer and storage elevator in Winnipeg has received considerable attention from your Exchange, and resolutions have been passed endorsing it.

The building of a suitable elevator for transferring and handling off grade, damp and smutty grain, would be of incalculable benefit to the grain trade, as well as to each individual farmer, and I know of nothing that is likely to be of so much benefit to the City of Winnipeg, as it would be the nucleus of an elevator system that would no doubt result in making Winnipeg eventually the largest grain centre on the continent. I understand that arrangements are being completed to erect such a building, and will no doubt be carried to completion if proper encouragement is received from the trade and the city.

A detailed list of elevators and warehouses will be published in the Annual Report of the Exchange.

IMMIGRATION.

The immigration to Manitoba and the North-west Territories during the summer of 1892 exceeded in volume that of any previous year's figures. The principal feature was the large number of settlers who took up land in the Territories, especially in the Edmonton district. The Dominion officials report that 37,000 immigrants settled in Manitoba and the Ter-

ritories, and the provincial immigration agent reports over 20,000 of them as destined for Manitoba alone. Indicating that the new arrivals came prepared, it may be mentioned that those settling in this Province brought with them 1035 carloads of live stock and personal effects. Probaby no better evidence of the outlook ahead for Manitoba and the Territories can be given than the official statement of the Canadian Pacific Railway Land Office, that they alone, in 1892, sold 379,033 acres of wild land, all of which I understand was under settlement conditions.

AREAS UNDER CROP.

In Manitoba. the Provincial Department of Agriculture issued a "crop bulletin " in 1892, reporting the following acreages of land under grain, viz.: Wheat 775,990, Oats 332,974, Barley 97,644. In 1891 the the acres were: Wheat 916,664, Oats 305,644, Barley 89,828.

The reduced acreage under crop was accounted for by the impossibility in the autumn of 1891 of fall plowing, owing to the late and heavy harvest, and the succeeding excessive rains. In August last the Department reported as an ante harvest estimate of yields, the following: wheat 19,333 000 bushels; oats 14,371,138 bushels; barley 3,143,160 bushels; but these estimates were amended in December by a bulletin issued, reporting the yield as, wheat 14,453,835 bushels; oats, 11, 654,090 bushels; barley 2,831,676 bushels. The autumn of 1892 was a most favorable one for plowing, and reports to grain dealers, from their employees throughout the Province, indicate that between forty and fifty per cent. increase over 1892 in the area of land under wheat cultivation may be looked for this year.

RAILROAD CONSTRUCTION.

During the past year, railroad construction was fairly active, the Canadian Pacific Railway Company having completed the

following extensions of their branch lines, Menteith to Reston 30 miles, Deloraine to Napinka 16 miles, Alameda to Estevan 30 miles, Calgary to McLeod 105 miles, a total of 199 miles of new track. In addition to the constructed roads, 100 miles of the Soo Railway between the International line and Pasqua Station on the Canadian Pacific Railway main line near Regina, were graded in readiness for track laying next spring.

I trust every assistance will be given by your next Council to the Hon. Mr. Smart, World's Fair Commissioner for Manitoba, in securing the best possible exhibit of Manitoba grains.

Before retiring, I wish to thank the Council and Officers of the Exchange for their help and assistance, and would remind you that the usefulness of the Exchange depends a great deal on a good working Council.

J. A. MITCHELL,
President.

Report of Council.

WINNIPEG, JANUARY 11TH, 1893.

To the Members of the Winnipeg Grain and Produce Exchange.

GENTLEMEN,—

Your Council beg to present their Fifth Annual Report.

ELEVATORS FOR WINNIPEG.

For years some of our members have strongly advocated the erection of grain elevators in the City of Winnipeg, but no encouragement was received from the railroad companies, and no direct action was taken until, in June last, the subject became a live one owing to the receipt, by the Exchange, of the following letter from Mr. Van Horne addressed to Mr. W. Whyte, General Superintendent of the Canadian Pacific Railway:—

AT DONALD, 23RD MAY, 1892

SIR,—

I have only now learned that the machinery, for cleaning and manipulating grain, that was originally proposed for the Arthur elevator, and was intended to be confined to that elevator, was sometime afterwards

removed to Fort William elevators, and that, at the request of the shippers a good deal of grain has been cleaned, scoured or otherwise manipulated at Fort William.

The manipulation of grain at terminal or transfer elevators I hold to be wrong in principle. This practice in many of the private elevators of the United States has been a source of scandal. I hold that in the interest of the public, both sellers and buyers, all grain should go into the elevator at Fort William just as it comes, according to grade, and that it should be shipped out in the same way, and that if any cleaning, scouring or other manipulating is required it should be done at elevators for which the railway is in no way responsible. It is just as important to the grain producers and shippers of the North-West that our elevator receipts should stand above the possibility of reproach as it is to the interest of the railway company. It was our original intention to set aside the Port Arthur elevator for the convenience of shippers who wished to have their grain treated on its arrival at the lake, keeping Fort William clear from this kind of work, but we finally decided that it would be best for the railway company to keep strictly clear of anything but elevating, storing and shipping, and we therefore leased the Port Arthur elevator to private parties, who are alone responsible for their receipts.

Please indicate to the Grain Exchange, and others interested, that it is the intention of the Company to discontinue anything in the way of cleaning, scouring, etc., at Fort William after this season, that is to say, after the crop of 1891 is shipped out. The cleaning, etc., should be done at country elevators or at some convenient point on its way east, and Winnipeg would, doubtless, be the most convenient point for this purpose. If a cleaning elevator is desired at Winnipeg the Company will be disposed to afford the same through rate, from the point of shipment to Port Arthur and eastern points, as in the case of direct shipments plus a small charge, say one dollar per car load towards covering the extra expense. The extra expense will however, be considerably more than \$1.00 per car, considering everything for it means, beside the extra shunting, the loss of at least one day to each car; but some charge is necessary to prevent the stoppage of cars without adequate reason. There would be some other necessary and usual conditions relating to the stoppage in transit such as the length of time the grain should be held, the payment of the through charges when the

grain is delivered to the elevator or such proportion of the through charges as may be necessary to make the Company entirely safe, etc., etc. I suppose we could spare the ground for such an elevator somewhere west of our shops and we would be disposed to furnish the ground free of rent for such an elevator if one of suitable character should be built.

Yours truly,

(Sgd.) W. C. VAN HORNE.

W. WHYTE, ESQ., WINNIPEG.

A committee of the Exchange waited on Mr. Whyte to request him to endeavor to get the Canadian Pacific Railway Company to erect and manage a large cleaning and storing elevator in their yards here. The railway company could not, at the time, see their way clear to comply with the request, though Mr. Van Horne expressed to Vice-President Atkinson, who waited on him in Montreal in relation to this matter, that he strongly favored the erection in Winnipeg of an elevator of the character described. At the "house warming" of the new rooms by the Board of Trade and Grain Exchange in November last, the Winnipeg elevator matter was introduced and discussed at some length by bank managers present, with the result that a joint committee of the Board and Exchange was appointed to gather information and advocate the erection of an elevator in this city. A conference was held with Mr. Wm. Whyte of the Canadian Pacific Railway Company, who has promised to lay the matter before Mr. Van Horn in Montreal this month.

Some of the advantages to shippers and dealers claimed from the establishment of a large elevator in Winnipeg are:—

1st. It would enable shippers at interior points to have their grain cleaned before it is presented for inspection.

2nd. It would enable smutty grain to be scoured and afterwards sold on its merits.

3rd. It would enable exporters to accumulate export lots of different grades.

4th. It would afford facilities for the establishment of a better "sample grain market," for Manitoba Wheat.

5th. It would enable country shippers to secure warehouse receipts, for any quantity of grain forwarded, having attached certificates of grades and weights issued by Dominion Government Officials.

6th. It would afford storage for grain in case of an excessive demand for cars at interior elevators, or in case of a blockade.

7th. It would enable shippers to afford official proof of weights to eastern consignees and protect both from claims re shortages.

SMUT CIRCULARS.

The warning note sounded in the address of the retiring President last year regarding the prevalence of smut, and the enormous depreciation in value of the 1891 crop in consequence, drew general attention to the matter. This was followed up by a few members of the Exchange providing funds to supply and distribute 16,000 circulars explaining to farmers the damage to the reputation of Manitoba wheat resulting, and also the remedy, recommended by experts, for the destruction of smut by treating the seed. A deputation from the Exchange waited on the Hon. Thos. Greenway and requested him to issue a special bulletin, for dissemination amongst Manitoba farmers, urging that all seed should be properly treated for smut before it was sown. The department widely circulated an excellent circular. From the immediate demands made for large quantities of bluestone there was good evidence afforded that most farmers took heed to the warning, and sufficient information has come to the members of this Exchange, to prove that very excellent results have, in most cases, followed the use of bluestone in treating seed. The inspection returns show that the per-

centage of smutted wheat marketed, of this crop, is vastly less than last season; but there is room for great improvement still. The Council advise that steps be again taken to lay before farmers the effect of smut in Manitoba wheat, and to urge that increased efforts are demanded by the situation.

GRAND FORKS RECIPROCITY CONVENTION.

In July an invitation was received from the Grand Forks Chamber of Commerce to take part in a non-political convention, to be held in Grand Forks, N.D., on the 1st and 2nd September, the subjects announced for consideration being "the extension of trade relations between the Canadian and United States Northwest, navigation on the Great Lakes, and a deep water channel from the head of Lake Superior to the seaboard."

The invitation was accepted "without prejudice," (as no detailed programme was submitted), and several members of the Exchange attended the Convention, where they received every kind attention and hospitality at the hands of the Grand Forks Chamber, and attending delegates. Official deputations also attended from the Boards of Trade at Brandon and Portage la Prairie. All the cities and large towns of Minnesota and North Dakota sent representative delegates to the Convention, which lasted two days. Following are the resolutions which were passed, after consideration:

"We, the members of the first International Reciprocity Convention, hereby congratulate the people of the Canadian Northwest and the people of the northwest states of the American United States, on the ardent good feeling that exists between them, and the earnest desire for closer business relations, of which this large and representative gathering is strong evidence. Whatever difference may be in the governmental relations of the two countries, we believe that the bonds of sympathy and of mutual interest between the two people here in the Northwest are too strong ever to be broken,

and are destined to draw us closer together in our social and commercial relations. We are of common ancestry and religion, and we are alike attracted to the principles of free responsible government; we desire to trade freely with each other, to know each other better and to stand shoulder to shoulder in the accomplishment of the great work of advancing the civilization of the American continent. With these objects in view we hereby adopt the following resolution as a fuller expression of our opinions:

“That in the opinion of this Convention the conditions of the great Northwest, on both sides of the international line, make it desirable that all restrictions, in the way of trade between the two countries, should be removed, as far as the same can be done consistent with the revenue requirements and other interests of the two nations at large.

“Resolved, that in view of the rapidly increasing demand for further facilities in the transportation of the products of the new Northwest on both sides of the boundary line to the sea, this Convention is of the opinion that advantage should be taken as soon as possible of the natural and convenient outlet via Hudson’s Bay, and that every encouragement be offered to the promoters of the Hudson’s Bay Railway.

“Resolved, that the construction of railways across the international boundary line, wherever demanded by the universal necessity of the people of the two countries, should not be prohibited or hindered by governmental restrictions or exclusive privileges to particular corporations.

“Resolved, that inasmuch as the Red River of the north and the Columbia River are international streams and important natural waterways, the improvement of their navigation should be proceeded with by both the Canadian and the United States Governments, under some mutual agreement as to the methods and expenses;

“Whereas the continued growth and prosperity of the great northwest lying on both sides of the forty-ninth parallel

depends upon the cheapest possible transportation to and from the markets of the old world.

“ Therefore be it resolved—that we favor the extension and enlargement of existing waterways and the construction of additional means of water communication from the Great Lakes to the sea, and that the commerce passing through said channels, whether natural or artificial, should be free of all tolls.”

CHANGES IN THE GENERAL INSPECTION ACT.

At the last session of Parliament the system of appointing delegates to the boards to select grain and flour standards for Canada was materially changed. In years past certain boards of trade, named in the General Inspection Act, each elected from their local boards of grain examiners, three representatives. These representatives met annually and selected the standards to govern inspectors for the following year. Two of these general boards of delegates for making grain standards existed, one meeting in Winnipeg and the other in Toronto, the dividing line between the jurisdictions being the west shore of Lake Superior. The recent changes in the Act abolish the election of delegates by local boards of trade, the following provisions taking the place thereof:—

“ Section 15. The Governor in Council may appoint such persons as he deems properly qualified for the purpose of choosing samples of any of the articles subject to inspection under this Act, to be standards by which the inspectors of such articles throughout Canada shall be governed in the work of inspection; and the persons so appointed shall distribute a portion of each of the standards so chosen to the councils of the boards of trade of the several cities in and for which inspectors of such articles have been appointed, and to such persons elsewhere as are designated for the purpose by the Governor in Council :

“ 2. If a considerable portion of the crop of wheat or any other grain of any one year has any marked characteristics

which exclude it, to the prejudice of the producer, from the grade to which it otherwise belongs, the persons appointed under the first sub-section of this section may establish a special grade, and choose a sample of such grade to be the standard therefor; and in such case the packages containing the samples distributed, and the certificates given by inspectors in relation to such grade, shall be marked 'commercial grade':

"3. The Governor in Council may reject the standards in this section mentioned, if he deems them to be unfairly or improperly chosen, and he shall forthwith cause others to be chosen in their place by such means as he directs.

"4. The Governor in Council may, from time to time, modify the classification hereinafter provided for with respect to any article subject to inspection under this Act; and such modified classification shall be published in four successive issues of the *Canada Gazette*, and shall thereupon have like force and effect as if herein enacted."

"Section thirty three of the said Act, and section six of chapter sixteen of the Statutes of 1889, are hereby repealed.

Section thirty-four of the said Act is hereby repealed.

Section forty-five of the said Act, section three of chapter sixteen of the Statutes of 1889, and chapter forty-eight of the Statutes of 1891, are hereby repealed."

SEED GRAIN RATES.

In February the Exchange represented to the officials of the Canadian Pacific Railway, Manitoba and North-western Railway and Northern Pacific Railway the pressing necessity existing at that time for farmers in certain districts of Manitoba securing seed from points outside those districts, as the prevalence of smut almost prohibited the obtaining of good clean seed. The railway authorities acted promptly as will be seen from extracts from a circular issued by them, and acceded fully to the Exchange's request.

"The prevalence of Smutted Wheat throughout the grain district and the belief that a change of seed will to some extent eradicate the evil, the Companies, parties hereto, in order to assist the farmers to procure suitable Seed Wheat at moderate cost will, between 1st March and 15th of April next, transport *free of charge*, Nos. 1 and 2 Fyfe Wheat (*equal to the sample in the possession of Station Agents, prepared by Mr. D. Horn, Official Grain Inspector, Winnipeg*), between stations on our respective lines.

"This arrangement, so far as the Canadian Pacific Railway is concerned, is confined to shipments between stations on the Main Line, Winnipeg to Calgary inclusive, and Branch Lines in Manitoba and the North-west Territories.

"Seed Wheat offered for shipment must be carefully examined by the Shipping Agent, and if equal to official sample will bill the shipment "For Seed," charges to collect at destination. The Wheat on arrival at destination to be delivered free on execution of a satisfactory bond from consignee that the Wheat will be sown by him on his farm, and used for no other purpose. (*Blank Form of Bond herewith.*) This bond, when properly executed with consignee's receipt for free delivery on the form prescribed by the delivering Company's Accounting Department, will be authority for clearance voucher."

A considerable quantity of seed was transported under these conditions.

The Exchange represented to the Hon. Mr. Greenway, Minister of Agriculture, the advisability of offering facilities to farmers to enable them to exchange seed with others residing at a distance. Early in March the following circular was issued by the Department of Agriculture :

"To facilitate an interchange of seed wheat among farmers of the Province, the Department of Agriculture has arranged for a Central Exchange Depot in the City of Winnipeg From this date up to April 5th wheat, in lots of not less than

ten bushels nor more than fifty, of a grade not below the samples in the hands of the agents of the various railways of the province, will, by the generosity of the railways, be carried free of charge to or from Winnipeg when consigned to or by the Department of Agriculture. The wheat must be shipped in new cotton bags and the shipping receipt forwarded to the department. The department must be advised as to the point from which seed is desired, and an exchange will be effected with that point or the nearest one possible to it. Address shipments and communications to the Department of Agriculture, Winnipeg."

It was apparently too late in the season to get the machinery in good working order, and no great volume of exchanges were made, but the plan is undoubtedly a good one.

SOFT WHEAT FOR MANITOBA.

Prof. Saunders, Director of the Dominion Experimental Farms, early last spring forwarded to the Exchange a sample of "Campbell's White Chaff" Wheat with a request that our members would give him an opinion as to its value. The sample was examined at the Call Board and the Secretary instructed to write Prof. Saunders that the members liked the appearance of the grain, but feared that it would not produce flour as strong in gluten as the hard varieties, and that they would not care to express any positive or detailed opinions as to its value, as a proper fair test of its strength can be obtained, only, by grinding a large sample and properly testing the flour product.

Prof. Saunders answered the letter as follows:

Your note of the 29th February. is received, and I thank you for the information you have given me as to the opinion of your Board on the Campbell's White Chaff Wheat. I have refused to send samples of this grain to farmers who have applied for it from Manitoba, for the reason that I fear it will be adding one to the list of soft wheats which it is very important to Manitoba and the Northwest should be dis-

couraged. I fear that if the growing of soft wheat increases much beyond what it is now, that the value of the Manitoba and North West grain will be materially depreciated in the markets.

I am trying to arrange for a thorough milling test of the Ladoga, so that we may have that much disputed point settled if possible to the satisfaction of the millers."

There can be but one opinion as to the position taken by Prof. Saunders regarding the evil of ruining the reputation of Manitoba's hard wheat by introducing soft varieties. Even now the effects of adulteration are becoming apparent in the mixed samples offered for sale to dealers, and which must stand or fall under the test of an inspection for "Red, or White Fyfe."

CONVENTION RE INSPECTION SYSTEM.

The Brandon Board of Trade in September forwarded the following resolution :

Resolved,—“ That in the opinion of this Board the present system of grading grain is not satisfactory, and that the matter should be taken up by a delegation, composed of representatives from the various boards of trade in the Province, to meet at Winnipeg in co-operation with the Winnipeg Grain Exchange, to see if some more satisfactory system could not be arrived at.”

Correspondence to the same effect was also received from the Portage la Prairie Board of Trade.

The Exchange called a meeting for the 6th of October, the evening before the day appointed for the selection of standards for grain grown west of Lake Superior, and notified all the boards of trade in Manitoba and the Territories and also Port Arthur and Fort William, Ont.

The meeting was duly held, there being representatives from the boards of trade at Winnipeg, Portage la Prairie, Brandon, Virden, Moose Jaw, Regina and Morden, with officials of the Canadian Pacific Railway, Northern Pacific Railway and Manitoba North Western Railway. The members of the Western Grain Standards Board (appointed by

the Dominion Government) from Winnipeg, Portage la Prairie, Brandon, Wolesley, Regina, Port Arthur, Montreal and Toronto also attended the meeting as visitors.

In order to create a discussion the Brandon Board submitted the following propositions:

“1st. That all grain shipped eastward from Winnipeg by the main line of the Canadian Pacific Railway should be inspected at Winnipeg,

2nd. That the inspection should be done by a board of the Inspectors.

3rd. That the Inspection at Fort William should be abolished, and instead the grain to be binned in the elevators there, on the Winnipeg inspection, a competent person being appointed at Fort William to superintend the binning of all grain, and who would be authorized to give a certificate of each shipment out of elevators, showing the number of bushels of each grade of grain each shipment may be composed of; and that there be no charge for such service.”

A prolonged discussion followed, the opinion being general, that, as the inspection now stands, it would be impossible at present to adopt the system outlined above. The railroad officials expressed themselves as opposed to the scheme.

The following motion was then carried:—

“That a Committee consisting of two delegates from each organization represented at this meeting, be appointed to consider the motion and suggestions advanced at this meeting, with a view of having the Inspection Act amended, if found necessary; the committee to report direct to each body having delegates present.”

A discussion arising regarding the proper names to be given such “Commercial Grades” as the Inspection Act provides for, the following resolution was passed:

Resolved—“That this meeting is of the opinion that the grain standards should be made according to the requirements of the Inspection Act schedule, and that if any frosted wheat

appears in the samples collected for the Standards Board the standards for such should be called "Frosted." It is further the opinion of this meeting that as few grades of wheat, as possible, should be made."

The visitors were afterwards entertained at a supper by the Winnipeg Board of Trade.

The Committee of representatives met on the following day, and after discussing the inspection system, passed the following resolutions for submission to their respective associations:

RESOLVED—"That the question of changing the system of inspection to secure more uniformity, and meet the requirements of all branches of the trade is desirable, and Mr. C. N. Bell, Secretary of the Winnipeg Grain Exchange, be requested to secure information as to the different systems of inspection at the various grain centres on the continent, and the same be referred to the different boards of trade for future action."

RESOLVED—"That the Canadian Pacific Railway Co. be requested to provide a switch and other requirements for the purpose of allowing of the proper drawing of samples, and proper inspection in Winnipeg during daylight, also that a copy of this resolution be sent to the Canadian Pacific Railway Company authorities."

Our Secretary is collecting the data asked for by the Committee and will submit the information as soon as possible.

EXPORTS VIA NEW NEW YORK AND BOSTON.

The following correspondence was considered at a general meeting of the Exchange:

NEW YORK, OCTOBER 3RD, 1892.

To the Secretary of the
Winnipeg Grain Exchange,
Winnipeg, Man.

DEAR SIR,—Referring to some correspondence which took place between us last winter at the time of the blockade in New York, of cars containing Manitoba grain that corres-

pondence was brought about by the fact that this company had such a large accumulation of cars containing this grain at our Weehawken terminus that we had been compelled to give notice to the Canadian Pacific Railway, through the Rome, Watertown and Ogdensburg Railroad, that we would not accept any more shipments of this grain until the accumulation of "part lots" had been straightened out and unloaded. This took so much longer than we anticipated that we were compelled to keep out of the market until practically the shipping season was over. In the meantime the Manitoba grain, and also grain from Ontario and Quebec which was shut off at the same time as the Manitoba grain was forwarded via Suspension Bridge and various other trunk lines to New York, principally the New York Central & Hudson River Railroad, the Lehigh Valley Railroad, the New York, Lake Erie & Western Railroad and the Delaware, Lackawana & Western Railroad.

The experience of each of these companies in handling this traffic was very severe, and they all agreed that the revenue derived was more than eaten up by the expenses incidental to the peculiar methods under which this grain had been shipped in the past. The Trunk Line Association of Railroads, therefore, took this question up for discussion at one of their meetings some weeks ago, and a committee was appointed, consisting of representatives of the roads named above, with instructions to go into this matter thoroughly and devise some plan whereby this Canadian grain would be handled when exported via New York, under a grading system of some sort.

Of this committee I was appointed Chairman.

The instructions of the committee were that, after having agreed upon a plan between themselves, they would hold a conference with the Grain Committee of the New York Produce Exchange and with representatives from the Winnipeg Grain Exchange and the Boards of Trade of Winnipeg, Toronto and Montreal, and, in order to get this matter into good working order before this grain is ready to move to New York, our committee would like to have a meeting in New York on or about October 19th, at the rooms of the Trunk Line Association of Railroads, 143 Liberty Street, New York.

In order that Canadian shippers, before sending their representatives to attend this conference, may understand this matter fully, I give below the conclusions arrived at by ou

committee as to the best method of handling this grain, they being of one accord that it is an utter impossibility to handle this grain under the old plan of keeping the identity of each lot preserved.

The conclusions are as follows :

1st. That all the grain from Canada, exported via the Port of New York, should be handled on *some* grading system.

2nd That the following grades would be accommodated and bins, provided therefore, in the elevators and boats of the various Trunk Lines at New York :—

Manitoba wheat.....	3	grades.
Ontario wheat	2	"
Ontario rye	2	"
Ontario oats	2	"
Ontario barley	2	"
Ontario peas	2	"

Grain from the Province of Quebec to come under the same grades as grain from Ontario.

These grades were suggested subject to modification after conference with the Grain Exchange and Boards of Trade of Winnipeg, Toronto and Montreal.

3rd. Notice should be given to the Canadian railways that no grain for export via New York will be accepted by the Trunk Lines on through foreign bills of lading, but should be consigned to the care of an individual or firm located at this port, whose address must be given in every instance.

4th. Grain so arriving in New York should be placed in the grades which are to be established and should be subjected to the same storage charges as domestic (American) grain, as per the agreement between the New York Produce Exchange and the railroad companies.

5th. As to the best method of having Canadian grain inspected and graded, the committee were not prepared to express an opinion until after a conference with the Collector of Customs at the Port of New York or the Secretary of the Treasury of the United States, for which purpose a sub-committee was appointed consisting of the Chairman and the representative of the New York, Lake Erie and Western Railroad, it being understood that before their conference with the Government officials they would confer with the Foreign Freight Agents of the interested Trunk Lines.

The necessary conferences having been held, our committee is of the opinion that there is only one way in which this grain can be inspected and graded, and that is, for the regular inspectors and graders of the New York Produce Exchange, who inspect and grade all American grain arriving at New York, to have charge of this inspecting and grading, using standard samples of each grade to be furnished by the Canadian Boards of Trade to the New York Produce Exchange, who will place them in the hands of their Chief Inspector for the guidance of his men, charging the same inspection fee (which, I believe, to be 50 cents per car) as is charged on American grain. Bonded bins will then be set aside by each terminal road in New York for the accommodation of this Canadian grain, and, after being inspected and graded in accordance with the Canadian samples of grain, all grain that is found to be of the same grade will be put in the same bin, and the shipper given credit for so many bushels of that grade of grain, and, when subsequently exported, the New York broker can obtain the ocean rate and the ocean bill of lading, and the grain so held in the elevators or boats will be subjected to the regular scale of storing and handling charges as provided for in the agreement between the Trunk Line Association of Railroads and the New York Produce Exchange on American grain.

I have written you thus fully in order that the committee which you send to this conference may have an ample opportunity of discussing the matter with the members of your Grain Exchange coming to New York.

A copy of this letter has been sent to the Secretaries of the Boards of Trade at Toronto and Montreal. Will you kindly advise by wire, on receipt of this letter, if the date named herein will be agreeable to your committee for a conference, and if you will be on hand.

Yours very truly,

PERCY R. TODD,

Chairman of the Trunk Line Committee
on Canadian Grain.

Mr. J. A. Mitchell, President, represented the Exchange at the meeting held in New York and strongly contended that the Canadian Inspection of Manitoba grain should be preserved, and shipments from Manitoba binned in elevators there according to the inspection certificates attached to the way bills of the cars. Delegates from the Montreal and Toronto Boards of Trade were also present at the meeting. The result is shown by the circular issued by the Trunk Line Association.

Office of the Association,

148 Liberty Street,

NEW YORK, OCTOBER 28, 1892.

AGREEMENT FOR GRADING CANADIAN GRAIN IN BOND.

Taking effect Tuesday, November 1st, 1892, the following rules will govern upon all shipments of grain from Canada exported via the Port of New York :

" 1. All grain from Canada exported via the Port of New York will be handled according to grades established by the Boards of Trade of Toronto, Montreal, and the Winnipeg Grain Exchange, and grain so graded will be placed in bonded bins of the elevators and boats of the Trunk Lines at New York with other Canadian grain of like quality and grade as per duplicate certificate of the government inspector of the Dominion of Canada.

" 2. The maximum number of grades which can be accommodated in the bonded bins of the elevators and boats of the Trunk Lines at New York is 15 ; said grades will be fixed by the Boards of Trade of Montreal and Toronto, and Grain Exchange of Winnipeg, in accordance with the agreement reached at conference of October 20, 1892, viz :

Manitoba Wheat	3	grades
Ontario Wheat	4	"
Ontario Rye	1	"
Ontario Oats	2	"
Ontario Barley	2	"
Ontario Peas	1	"
Ontario Black-eyed Peas	1	"
Ontario Buckwheat	1	"

Grain from the Province of Quebec will be placed in the same bins or boats as grain from the province of Ontario.

"3. No Canadian grain for export via New York will be accepted by the Trunk Lines on through foreign bills of lading; but such shipments must be consigned to the care of an individual or firm located at that point, whose address must be given in each instance.

"4. Manitoba grain will be inspected and graded before being forwarded from Winnipeg on the Canadian Pacific Railway, or Emerson on the Northern Pacific Railroad, and a duplicate certificate of grade from the Canadian government inspectors attached to the way bills.

"5. Grain from the provinces of Quebec and Ontario will be inspected and graded in Canada before passing the frontier and the cars will be turned over to the Trunk Lines with duplicate certificates of the grade from the Canadian government inspectors attached to the way bills.

"6. Grain so arriving at New York will be placed in the grades established by the Canadian Boards of Trade and certificates by the government inspectors of the Dominion of Canada, subject to the same storage and handling charges as domestic grain, as per the agreement between the New York Produce Exchange and the Trunk Lines."

It is understood that the same rules will govern on shipments of Canadian grain for export via all other seaports when handled by the railroad companies members of the Trunk Line Association.

F. H. HOYT,
Secretary.

C. W. BULLEN,
Commissioner.

Under the above agreement this Exchange was called on to name the three grades of Manitoba wheat allowed to be shipped through the New York and Boston elevators. At a general meeting held on the 2nd November it was decided to designate Nos. 1, 2 and 3 Hard as the export grades, the vast bulk of the grain moving grading under those standards. It may be stated that, of the 7315 cars of wheat of the 1892 crop inspected by Inspector Horn up to the 31st December, sixty per cent graded in the above classes.

In the latter part of November the Exchange was notified by the Canadian Pacific Railway Company that in addition to the grades of Nos. 1, 2 and 3 hard the company had arranged for the shipment through Boston, only, of round lots of Nos. 1 and 2 Frosted wheat, and one grade each of Manitoba Oats and Barley. The Exchange being requested to name the grades of oats and barley for export through Boston decided on "feed" oats and "feed" barley.

The matter of mis-grade cars of grain at Winnipeg was subjected to the following rule by the Canadian Pacific Railway :

"With reference to cars of grain billed to New York and Boston "for export" that may miss grade on inspection at Winnipeg, the company will hold such cars for disposal by owners on track for twenty-four hours free of charge, after which car rental at the rate of two dollars per day will be charged for detention, reserving the right to send the grain forward to Fort William elevators for storage, provided directions for disposal are not forthcoming within three days after notice is given that grain is not of the grade permitted to be shipped to New York and Boston for export."

MIXING OF GRAIN IN TERMINAL ELEVATORS.

Some complaints having been made in regard to the system of drawing proper samples for inspection of cargo lots shipped from Fort William, the Exchange in May last appointed Messrs. J. A. Mitchell, President, A. Atkinson, Vice-President, and S. Spink as a committee to visit Fort William and inquire into the system prevailing there. The committee on their return reported as follows:

"From what we were able to learn, every precaution is now being taken to obtain correct samples of all grain received and shipped from there, but we find some sampling has been done at night, which we think should be discontinued, and the

committee would recommend that when it is absolutely necessary to load at night the cargoes should be sampled and weighed in day time.

"We find with reference to the rumors that have been circulated regarding the Deputy Inspector being engaged in outside business, that this has been discontinued and will not be resumed. We also recommend that the Inspector or Deputy Inspector should be allowed to see manifest of all cargoes when he so desires.

In conversation with the Inspector and Officials of the elevator system, they stated that it would be a matter of convenience to them if no mixing of any sort was allowed there."

The matter of mixing grain in terminal elevators was considered at a general meeting of the Exchange and a resolution passed on the subject, a committee being appointed to prepare a communication, addressed to Boards of Trade, which was worded as follows:

"The Winnipeg Grain Exchange has, for some time, had under discussion the matter of the present system of the issue of certificates for cargo shipments of grain by the Grain Inspector at Fort William and at a recent meeting the Grain Exchange passed the following resolution:

"That in the opinion of this Exchange it would be in the best interests of the grain trade, and the country generally, if all terminal elevators at the lakes and seaboard were, on and after the 1st September, 1892, declared and made Regular Elevators, and that no mixing of grades shall be allowed in such elevators, and that in the case of the shipment of any mixed cargo the Inspection Certificate shall show the composition of the cargo.

And further that the co-operation of the Boards of Trade at Montreal and Toronto in placing in operation the above system requested by this Exchange.

The Exchange would beg to urge your Board to take action with its influence in making "regular" elevators free from

mixing so that, in effect, grain shall leave the elevator of the same grade under which it was inspected in ; and that in the case of cargoes in elevators, the Inspector shall designate on his certificate the several grades and their quantities composing the cargo. This system is followed at Duluth and is the correct one."

After writing to the Exchange on this subject, Mr. W. C. beyond question the manipulation of grain at terminal or

In a recent letter to be wrong in principle. This practice VanHorn writes "The elevators of the United States has transfer elevators I hold to be a source of scandal." Brandon and Toronto, been a source of scandal."

The Boards of Trade at Winnipeg passed similar resolutions ; and the Department of Inland Revenue endorsed the principle and notified the Grain Inspector at each form as will issue his certificates for cargo shipments in such a way as to show the composition of the cargo.

EXCHANGE BUILDING.

In March last the Council appointed a committee to confer with the Winnipeg Board of Trade as to the desirability and practicability of the two bodies undertaking the erection of a building for Commercial purposes, and in which the apartments would be allotted for the offices and meetings required by them ; but Mr. N. Bawlf, an Ex-President of the Exchange came forward with an offer to the two bodies to be move their offices and board quarters to a building very erected by him on Market Square. Mr. Bawlf making a liberal offer, as to rental, for a term of three years, 14th August, and on the 1st November the offices were taken into possession of.

On the 12th November the Board of Trade and Exchange held a "house warming" in the rooms occupied by them, invitations to a large number of business

men having been sent out. A very enjoyable gathering was held, Mr. Bawlf receiving congratulations on his enterprise. The building is most conveniently arranged, and already twenty one rooms are occupied by firms and persons engaged in the grain trade. Mr. Bawlf having requested that the building be called "The Grain Exchange" that is the name by which the edifice is designated.

BOARD OF ARBITRATORS.

In some instances, at the last Annual Meeting, two members of a firm were elected to the Board of Arbitrators, and as this might lead to some difficulty in securing a quorum, in special cases arising, Messrs. J. A. Mitchell, G. R. Crowe and A. Atkinson resigned, and Messrs. Jos. Harris, D. G. McBean and W. W. Watson were elected to fill the vacancies.

A number of cases in dispute between members have been carried to the Board for adjustment.

The difficulty of securing proper evidence of the out-turn of cars shipped to stations along the north shore of Lake Superior, and other points where no proper weighing facilities exist, has given a great deal of trouble to Manitoba shippers and dealers. In July last a case came before the Council where a member complained that he could not obtain proof of out-turn of some cars of oats from another member, to whom they had been sold. The latter took the ground that as he could not obtain from the consignee any documentary evidence of out-turn, he could not produce proofs to the shipping member. The Council referred the matter to the Board of Arbitrators and requested a general ruling to meet such cases. The Board ruled as follows:

"In case of the sale of a number of cars of grain, the out-turns of all cars (or satisfactory evidence produced that such cannot be obtained) shall be furnished to the seller before any claim can be made by the buyer for shortage on account of

such sale. The seller has a right to demand the out-turn of the one or more cars comprised in any sale, even if no claim is made for shortage."

CROP STATISTICS—NORTH-WEST TERRITORIES.

Soon after the last Annual Meeting representation was made to the Lieutenant-Governor and Advisory Board of the North-west Territories through Mr. J. D. Sibbald, one of our members residing at Regina, that it was, under present circumstances, impossible for persons in the grain trade, or other lines of business, interested in the Territories, to obtain even approximate data respecting the areas under cultivation, or estimates of the crops produced, there being no system of crop reporting operated by the Territorial authorities. Unfortunately a political turnover occurring at the time, no action was taken by the authorities, but the Secretary has again opened correspondence with Mr. Sibbald, who has promised once more to take up the subject with the Territorial Government.

In keeping with the promise of the Hon. Mr. Greenway, a more frequent issue of crop bulletins, than heretofore, has been given for Manitoba.

AMENDMENTS TO BY-LAWS.

June 22nd, 1892.—By-law No. 10. The following addition was made :

"No member, without permission of the Council, shall publish, or report for publication, quotations of foreign or domestic markets, statistics or other data, officially secured or compiled by the Exchange."

October 5th, 1892.—Bylaw No. 21½ :

"The Council may, on the application of a member of the Exchange (made in writing through the Secretary), issue to a clerk in the employ of such member, a license or permit to

enter upon the floor of the Exchange for the purpose of obtaining market reports, for such period of time and under such regulations as the Council may see fit to decide on; but no person, other than a member of the Exchange in good standing, shall transact any business on the floor of the Exchange."

October 5th, 1892.—By-law No. 29, applying to the submission of disputes to the Board of Arbitrators, was amended by the following addition :

"Such written request to be accompanied by a deposit of not less than Fourteen Dollars (\$14.00), which shall be forfeited to the Arbitrator appointed to hear such case if, after both parties to the dispute have agreed to arbitrate, the member requesting the services of the Arbitrators neglects or refuses to go on with the hearing of the case."

GRAIN STANDARDS.

The Western Grain Standards Board, appointed by Order in Council under the Amended Inspection Act, were N. Bawlf (Chairman), S. A. McGaw, S. Spink, Winnipeg; H. S. Paterson, Chas. Braithwaite, Portage la Prairie; K. Campbell, Brandon; John Benson, Wolseley; J. D. Sibbald, Regina; W. W. Ogilvie, Montreal; M. McLaughlin, Toronto; Inspectors F. E. Gibbs and D. Horn. The Board met on the 7th and 8th October and selected the following standards for grain grown west of Lake Superior, viz:—Nos. 1, 2 and 3 Manitoba Hard, No. 2 Northern, Nos. 1 and 2 Frosted, Nos. 1 and 2 Oats. In cases where standards were not selected, the Inspectors have graded in accordance with the terms of the Act. The standards as determined by the Board have proved quite satisfactory in handling the 1892 crop. No appeals have been made to the Board of Grain Examiners from the grading by the Official Inspectors at Winnipeg or Port Arthur.

APPEALS FROM PORT ARTHUR GRADING.

Arrangements have been made with the Port Arthur Board of Trade that permit of appeals from the grading of grain by the Dominion Inspector at Port Arthur and Fort William being made to a board of grain examiners, under the authority of the Inspection Act. Messrs. F. W. Thompson, D. G. McBean, R. P. Roblin, S. Spink and N. Bawlf, all members of this Exchange, are now on the membership roll of the Port Arthur Board and have been elected by that body as their regular Board of Grain Examiners.

ISSUE OF DUPLICATE CERTIFICATES.

Two cases having arisen where members had lost their certificates of membership and were unable to make transfers, the council introduced an amendment to the by-laws, which would permit of the issue of duplicate certificates and the cancellation of the originals.

GENEROUS GIFT.

Mr. W. W. Ogilvie made a very generous gift in cash to the Exchange to furnish the Secretary's office, on our moving to the new building.

EXCHANGE'S POWERS UNDER ITS CHARTER.

Some doubts having arisen as to the extent of the power of the Exchange, as a body, in the direction of making by-laws and rules for the conduct of its business and regulation of its members, an opinion was obtained from our solicitor which is quite satisfactory for the Exchange.

MEMBERSHIP.

During the past year 15 transfers of seats were made, most of the members selling their seats being persons not actually in the trade or those retiring from it. Two new members have joined by the purchase of new seats. There are now one hundred and one members.

DEATH.

We regret we have to place on record the death of Mr. Alexander McIntyre, a member of the Exchange. Mr. McIntyre was a man of high probity of character in business, and his death is most deeply regretted by those who knew him best.

J. A. MITCHELL,
President.

CHAS. N. BELL,
Secretary.

EXTRACT FROM THE GENERAL INSPECTION ACT
OF CANADA, CHAP. 99, VICT., 1886.

“If any dispute arises between the Inspector or Deputy Inspector for any of the places hereinbefore mentioned by name, where there is a Board of Trade or a Chamber of Commerce, and the owner or possessor of any article inspected under this Act, with regard to the quality or condition of such article, or relating thereto, such dispute shall not be decided in the manner in this section before provided, but upon application of either of the parties to the dispute, to the Secretary of the Board of Trade or the Chamber of Commerce for the place where the dispute has arisen, the Secretary shall forthwith summon a meeting of the Board of Examiners for the said place, who, or a majority of whom, shall immediately examine such article and report their opinion of the quality or condition thereof; and their determination, or that of a majority of those present, expressed in writing, shall be final and conclusive, and the Inspector or Deputy Inspector shall immediately attend and conform himself thereto, and shall brand, stamp or mark, or cause to be branded, stamped or marked, such articles or the package containing the same, of the quality or condition ascertained by the determination aforesaid, or shall grant a certificate of the inspection in accordance with such determination, as the case requires.”

“ARBITRATIONS BETWEEN INSPECTORS.”

Certified Copy of a Report of a Committee of the Honorable the Privy Council, approved by His Excellency the Governor-General in Council, on the 4th March, 1890.

“On a memorandum, dated 22nd February, 1890, from the Minister of Inland Revenue recommending the appointment of the undermentioned persons, viz:—

S. Spink, (Chairman), S. Nairn, G. J. Maulson,
A. Atkinson, F. W. Thompson—

(of whom three shall constitute a quorum) as a Board of Examiners and Arbitrators for the following purposes:—

No. 1. To examine and test the fitness of candidates to become Inspectors or Deputy Inspectors of Wheat and other Grains in respect of all grain inspection divisions or districts west of and including that of Port Arthur.

No. 2. To determine all cases of difference between Inspectors as to the true quality or grade of any grain inspected by one of them and re-inspected by another.

The said Board shall be empowered under the 8th subsection of section 16 of the General Inspection Act Cap. 99, Revised Statutes, to determine all differences between any two Inspectors of Grain in respect of grain grown west of Port Arthur.

Provided that in cases wherein the Inspector of Winnipeg is a party the other Inspector with whom the difference arises may call upon the President of the Board of Trade within the District comprised by the grain inspection division for which such Inspector has been appointed to nominate two members of such Board engaged in or having a knowledge of the grain

trade and not being interested parties, and upon such parties presenting themselves at the usual place of meeting of the said Board of Arbitrators, such nominee shall, with the Chairman and such two other members of the Board hereinbefore established as the Chairman shall select, constitute a legal Board for the determination of the matter in dispute.

In the absence of the Chairman the Board shall select an Acting Chairman and he shall have all the power of the Chairman as herein stated.

The aforesaid Board of Arbitrators may, under authority of the 19th Section of the afore cited Act collect from such Candidate coming before them for examination, before such examination is held, a fee not to exceed twenty dollars, to be distributed in such way as the said Board may direct."

GRAIN STANDARDS.

Wheat.

Extra Manitoba hard wheat shall be sound and well cleaned, weighing not less than sixty-two pounds to the bushel, and shall be composed of at least eighty-five per cent. of hard red Fyfe wheat, grown in Manitoba or the North-west Territories of Canada;

No. 1. Manitoba hard wheat shall be sound and well cleaned, weighing not less than sixty pounds to the bushel, and shall be composed of at least two-thirds of hard red Fyfe wheat grown in Manitoba or the North-West Territories of Canada.

No. 2. Manitoba hard wheat shall be sound and reasonably clean, weighing not less than fifty-eight pounds to the bushel,

and shall be composed of at least two-thirds of hard red Fyfe wheat, grown in Manitoba or the North-West Territories of Canada ;

No. 1 hard white Fyfe wheat shall be sound and well cleaned, weighing not less than sixty pounds to the bushel, and shall be composed of not less than sixty per cent. of hard white Fyfe wheat, grown in Manitoba or the Northwest Territories of Canada, and shall not contain more than twenty-five per cent. of soft wheat.

No. 1 Manitoba northern wheat shall be sound and well cleaned, weighing not less than sixty pounds to the bushel, and shall be composed of at least fifty per cent. of hard red Fyfe wheat, grown in Manitoba or the Northwest Territories of Canada.

No. 2 Manitoba northern wheat shall be sound and reasonably clean, of good milling qualities and fit for warehousing, weighing not less than fifty-eight pounds to the bushel, and shall be composed of at least fifty per cent. of hard red Fyfe wheat, grown in Manitoba or the Northwest Territories of Canada.

No. 1 spring wheat shall be sound and well cleaned, weighing not less than sixty pounds to the bushel.

No. 2 spring wheat shall be sound and reasonably clean, weighing not less than fifty-eight pounds to the bushel.

No. 3 spring wheat shall comprise all wheat fit for warehousing, not good enough to be graded as No. 2, weighing not less than fifty-six pounds to the bushel.

Rejected spring wheat shall comprise all wheat fit for warehousing, but too low in weight or otherwise unfit to be graded as No. 3.

Oats.

No. 1 oats shall be sound, plump, clean and free from other grain.

No. 2 oats shall be sound, reasonably clean, and reasonably free from other grain.

No. 3 oats shall be sound, but not clean enough to be graded No. 2.

Rejected oats shall include such as are damp, unsound, dirty, or from any cause unfit to be graded as No. 2.

Barley.

No. 1 barley shall be plump, bright, sound, clean and free from other grain.

No. 2 barley shall be reasonably clean and sound, but not bright and plump enough to be graded as No. 1, and shall be reasonably free from other grain, and weighing not less than forty-eight pounds to the bushel.

No. 3 extra barley shall be in all respects the same as No. 2 barley except in color, weighing not less than forty-seven pounds to the bushel.

No. 3 barley shall include shrunken or otherwise slightly damaged barley, weighing not less than forty-five pounds to the bushel.

No. 4 barley shall include all barley equal to No. 3, weighing less than forty-five pounds to the bushel.

All barley which is damp, musty, or from any cause badly damaged or largely mixed with other grain, shall be graded as "rejected."

All barley grown in Manitoba or the Northwest Territories of Canada, shall be graded as above, but shall be distinctly classified by inspectors as "Manitoba" barley.

Provisions as to all Grain.

No grain that is warm, or is in a heating condition, shall be graded.

No wheat or other grain that has been subject to scouring or treatment by use of lime or sulphur, shall be graded higher than No. 3.

In the inspection of grain, the weight shall not alone determine the grade.

All Inspectors shall make their reasons for grading grain, when necessary, fully known by notation on their books.

Samples furnished to Inspectors shall be made to conform, as strictly as possible, to the conditions and terms specified in the foregoing classification.

“If a considerable portion of the crop of any one year has any marked characteristics which exclude it, to the prejudice of the producer, from the grade to which it otherwise belongs, the examiners may establish a special grade, and choose a sample of such grade to be the standard therefor; and in such case they shall distribute samples of such standard to the several inspectors for their guidance, and the packages containing the samples so distributed, and the certificates given by inspectors in relation to such grade of grain shall be marked ‘commercial grade.’”

Manitoba's Grain Export.

WHEAT.

(INCLUDING FLOUR.)

Crop (1886).....	4,000,000 bushels.
" (1887).....	10,500,000 "
" (1888).....	4,000,000 "
" (1889).....	4,500,000 "
" (1890).....	11,500,000 "
" (1891).....	14,000,000 "
" (1892) Estimated by Gov. Dept. Total	14,453,835 "

PERCENTAGE OF GRADES AS PER WINNIPEG INSPECTION.

	CROP 1886.	CROP 1887	CROP 1888.	CROP 1889.	CROP 1890.	CROP 1891.
No. 1 Hard.....	61	10	19	41 $\frac{1}{4}$	{ 15 $\frac{1}{2}$	{ 23
No. 2 Hard.....	9	11	22 $\frac{1}{2}$	29 $\frac{1}{4}$	{ —	{ —
No. 3 Hard.....	—	—	17	—	26	17
No. 1 Northern.....	16	40	—	2 $\frac{1}{2}$	—	{ —
No. 2 and 3 Northern...	4	18 $\frac{1}{4}$	—	12 $\frac{1}{2}$	17 $\frac{1}{4}$	{ 5
Regular.....	—	—	—	—	—	38
No. 1 and 2 Spring... ..	5	5 $\frac{3}{4}$	—	—	—	—
Rejected and no grade..	5	15	6 $\frac{1}{2}$	9 $\frac{3}{4}$	9 $\frac{1}{4}$	15
Other grades.....	—	—	35	4 $\frac{3}{4}$	32	2
	100	100	100	100	100	100

WHEAT INSPECTED AT WINNIPEG.

Crop (1886).....	1,362,600 bushels.
" (1887).....	3,878,600 "
" (1888).....	2,183,350 "
" (1889).....	2,207,400 "
" (1890).....	6,630,000 "
" (1891).....	8,691,800 "

Balance of wheat went out as flour or was inspected at Fort William.

CROP, 1892.

Return for six months, ending 31st Dec., 1892, of the inspection at Winnipeg.

No. 1 Hard	8 per cent.
" 2 "	36 "
" 3 "	15 "
" 1 and 2 Northern	10 "
Other grades.....	31 "
	<hr/>
	100 "

Quantity inspected of 1892 crop prior to 31st Dec., 1892 at Winnipeg, 4,754,750 bushels.

Grain Storage Capacity.

(West of Lake Superior)

ON, OR ADJACENT TO, LINES OF RAIL.

C. P. RY. MAIN LINE.

STATION.	OWNER.	CAPACITY. (BUSH.)
PORT ARTHUR	J. G. King	325,000
FORT WILLIAM	Canadian Pacific Ry. Co. . .	3,750,000
KEEWATIN	Lake of Woods Milling Co. . .	600,000
WINNIPEG	Ogilvie Milling Co	310,000
"	N. Bawlf	70,000
"	Stephen Nairn	45,000
HIGH BLUFF	J. Dilworth	30,000
"	J. A. K. Drummond	17,000
"	Ogilvie Milling Co.	12,000
POPLAR POINT	Francis Bros	w 4,000
PORTAGE LA PRAIRIE	Lake of Woods Milling Co. . .	175,000
"	Ogilvie Milling Co	35,000
"	Farmers	110,000
BURNSIDE	Campbell & Green	w 2,000
"	Lake of Woods Milling Co. . .	w 3,000
"	Farmers	30,000
MCGREGOR	H. Crowe & Co	w 4,000
"	" "	25,000
"	Campbell & Green	w 4,000
"	Geo. Rogers	w 4,000
AUSTIN	W. Clifford	30,000
SYDNEY	Dr. Crews	w 8,000
"	Dines & Cleveland	w 5,000
"	A. Atkinson & Co	w 4,000
"	Man. Mill'g & Brewing Co. . .	w 1,000

CARBERRY	Lake of Woods Milling Co.		30,000
"	Lyons Ele. Co		65,000
"	Ogilvie Milling Co		25,000
"	H. Crowe & Co		35,000
"	Geo. Rogers & Co		32,000
SEWELL	Dines & Cleveland	w	2,500
MELBOURNE	G. S. Murphy	w	5,000
DOUGLAS	Lake of Woods Milling Co.		35,000
"	Milne Bros		30,000
"	T. E. Greenwood		25,000
CHATER	T. D. Woodcock		25,000
"	Farmers		30,000
BRANDON	Ogilvie Milling Co		40,000
"	T. Thompson	w	10,000
"	Sinclair & Co		12,000
"	Stuart & Co		50,000
"	McKenzie & Co	w	12,000
"	McMillan Bros		40,000
"	Hesson		15,000
"	Parish & Lindsay		70,000
"	Alexander, Kelly & Co		60,000
KEMNAY	Thompson & Sword		30,000
ALEXANDER	McMillan Bros		35,000
"	McKenzie & Co		35,000
"	Ogilvie Milling Co		12,000
"	Farmers		30,000
GRISWOLD	W. Gouinlock		30,000
"	Ogilvie Milling Co		20,000
"	W. T. Smith		27,000
"	Lake of Woods Milling Co.		30,000
OAK LAKE	Ogilvie Milling Co		20,000
"	Roblin & Armitage		30,000
"	Leitch Bros	w	20,000
"	" "		35,000
VIRDEN	Adamson & Co		32,000
"	McBean Bros		35,000
"	Lake of Woods Milling Co.		32,000
"	Ogilvie Milling Co		35,000
ELKHORN	Ogilvie Milling Co		14,000
"	Rankin Estate	w	4,000
"	H. Crowe & Co		25,000
"	Atkinson & Co.		8,000
"	Lake of Woods Milling Co.		35,000

FLEMING	S. Pierce		10,000
"	Dines & Cleveland	w	6,000
"	A. Atkinson & Co.	w	6,000
MOOSOMIN	Ogilvie Milling Co		35,000
"	Smith & Brigham		30,000
"	Smith & Brigham	w	12,000
"	Farmers		40,000
"	S. P. Clark & Co.	w	3,000
WOLSELEY	Wolseley Milling Co		20,000
"	Ogilvie Milling Co.	w	15,000
WAPELLA	A. Knowles	w	2,000
"	Atkinson & Co.	w	4,000
"	K. Nixon	w	6,000
WHITEWOOD	Macauley & Higginbotham	w	3,000
"	J. Street	w	3,000
"	Atkinson & Co.	w	2,000
BROADVIEW	Clemenson & Patterson	w	2,400
"	A. G. Thorburn	w	1,200
GRENFELL	Sherlock, & Freeman	w	5,000
"	McMillan Bros.	w	3,000
"	B. P. Richardson	w	6,000
SINTALUTA	Ogilvie Milling Co	w	5,000
"	Sherlock Freeman & Co.	w	5,000
"	Campbell & Green	w	3,500
"	McMillan Bros.		30,000
"	Farmers	w	10,000
INDIAN HEAD	W. R. Bell		50,000
"	Canadian Alliance Co.		20,000
"	McMillan Bros.		25,000
QU'APPELLE	Bank of Ottawa	w	20,000
"	S. H. Caswell	w	20,000
"	G. H. Bulyea	w	4,000
BALGONIE	J. W. Hawkes	w	1,500
"	Balgonie Mill'g & Ele. Co.		30,000
REGINA	Western Milling Co		25,000
"	"	w	10,000
"	Lejeune, Smith & Co	w	10,000
"	Regina Elevator Co.		60,000
PENSE	Western Milling Co.	w	1,200
"	Campbell & Green	w	2,400
MOOSE JAW	McMillan Bros.		15,000
"	E. A. Baker		10,000
"	Atkinson & Co	w	2,000

MOOSES JAW.....	Campbell & Green	w	4,000
"	Rorison & Annable.....		12,000
Total.....			7,415,700

C. P. RY. DELORAINE BRANCH.

MORRIS	Dines & Cleveland		12,000
"	Ogilvie Milling Co		40,000
"	"	w	10,000
ROSENFELDT	Lake of Woods Milling Co.		18,000
"	Ogilvie Milling Co		20,000
"	H. Crowe & Co.....	w	5,000
GRETNA	Body & Noakes.....	w	4,000
"	McBean Bros		30,000
"	J. & J. Livingstone.....	w	10,000
"	Lake of Woods Milling Co.		18,000
"	Ogilvie Milling Co		30,000
"	Ogilvie Milling Co		10,000
"	McMillan Bros.....	w	2,000
PLUM COULEE	Lake of Woods Milling Co.		20,000
"	J. & J. Livingstone	w	6,000
"	Ogilvie Milling Co		40,000
"	P. Whrick.....	w	6,000
WINKLER	McMillan & Co.....		25,000
MORDEN	Ogilvie Milling Co		35,000
"	McBean Bros.....		35,000
"	McMillan Bros.....		25,000
"	Dines & Cleveland		20,000
"	Farmers		50,000
"	Body & Noakes.....	w	3,000
"	Canadian Pacific Ry. Co..	w	5,000
THORNHILL	Lake of Woods Milling Co.		25,000
"	Ogilvie Milling Co		25,000
"	R. Ironside.....	w	5,000
MANITOU	R. Ironside.....		45,000
"	Ogilvie Milling Co		40,000
"	McBean Bros		35,000
"	Canadian Pacific Ry. Co..	w	4,000
LA RIVIERE	N. Bawlf.....	w	3,500
"	R. Ironside.....	w	3,500
"	M. Keating.....	w	2,500

PILOT MOUND.....	Ogilvie Milling Co		40,000
“	Chalmers Bros. & Bethune		30,000
“	J. G. Gordon	w	4,000
“	Chalmers Bros	w	5,000
CRYSTAL CITY	Ring & Parr		25,000
“	Farmers' Alliance		25,000
“	McBean Bros	w	5,000
CLEARWATER	R. Rogers	w	16,000
CARTWRIGHT	F. Young & Co		25,000
“	T. S. Menarey	w	2,000
“	“ “	w	3,000
HOLMFIELD	J. T. Gordon	w	3,000
“	Harrison Bros		25,000
“	Roblin & Armitage	w	1,500
KILLARNEY	T. J. Lawler	w	3,000
“	D. H. McMillan	w	2,000
“	Harrison Bros		30,000
NINGA	Lake of Woods Milling Co.	w	15,000
“	Roblin & Armitage		25,000
“	Lake of Woods Milling Co.		20,000
BOISSEVAIN	E. B. Tatchell		25,000
“	Patrons Elevator Co		40,000
“	Geo. Morton (Estate)		15,000
“	Ogilvie Milling Co		18,000
“	Preston & McKay		35,000
“	E. Nicol & Son		30,000
WHITEWATER	Geo Morton (Estate)		20,000
“	R. D. Martin		20,000
DELORAIN	C. A. Young		33,000
“	“	w	2,000
“	Ogilvie Milling Co		22,000
“	R. D. Martin & Co		30,000
“	“ “	w	4,000
Total			1,166,000

C. P. RY. GLENBORO BRANCH.

CARMAN	Roblin & Armitage	35,000
“	Lake of Woods Milling Co.	30,000
“	Farmers Elevator Co	60,000

TREHERNE	R. S. Alexander		33,000
"	"	w	5,000
"	Farmers		65,000
RATHWELL	Farmers		30,000
"	A. Forbes & Co	w	5,000
"	T. Gill	w	3,000
"	R. S. Alexander	w	5,000
"	M. J. Uniac		30,000
HOLLAND	Lake of Woods Milling Co.		20,000
"	H. Crowe & Co.		20,000
"	Farmers		30,000
"	Geo. Smart	w	2,000
"	N. Bawlf	w	2,000
CYPRESS RIVER	J. Riley		25,000
"	J. Riley	w	3,000
"	Atkinson & Co.	w	3,000
GLENBORO	Ogilvie Milling Co		40,000
"	R. Logan & Co.		25,000
"	R. Logan & Co	w	7,000
"	Farmers		40,000
"	W. Hay	w	8,000
STOCKTON	Reid & Co		20,000
"	Reid & Co	w	7,000
METHVEN	Lake of Woods Milling Co.		30,000
"	Ogilvie Milling Co		20,000
"	Roblin & Armitage	w	3,000
NESBIT	Dines & Cleveland		25,000
Total			631,000

C. P. RY. EMERSON BRANCH

NIVERVILLE	J. Macara		25,000
"	Ogilvie Milling Co	w	4,000
"	R. Church	w	10,000
DOMINION CITY	G. Agnew & Co.		30,000
"	J. Waddell		30,000
OTTERBURNE	N. T. Carey	w	3,000
"	J. McVicar	w	5,000

EMERSON	W. L. Griffith	25,000
"	Ogilvie Milling Co.	10,000
"	J. Thomson	w 5,000
Total		147,000

C. P. R. SOURIS BRANCH

SOURIS	Lake of Woods Milling Co.	30,000
"	McCulloch & Herriot	95,000
"	Hughes & Atkinson	w 10,000
"	Mann & Durham	40,000
BERESFORD	Parrish & Lindsay	30,000
MENTEITH	McCulloch & Herriot	30,000
"	A. J. Hughes	30,000
HARTNEY	Lake of Woods Milling Co.	35,000
"	Hammond & Leckie	35,000
"	Ogilvie Milling Co	25,000
"	Bateman & Co	35,000
LAUDER	Scott & Scott	25,000
"	Ogilvie Milling Co	20,000
NAPINKA	Roblin & Armitage	25,000
MELITA	Ogilvie Milling Co	25,000
"	Lake of Woods Milling Co.	40,000
"	R. D. Martin & Co	40,000
PIERSON	R. D. Martin & Co	20,000
GAINSBOROUGH	W. Shearer	w 6,000
"	W. Henry	w 6,000
"	Dines & Cleveland	w 8,000
CARNDUFF	W. A. Smith	w 4,000
"	R. D. Martin & Co	w 5,000
"	Phillips & R	w 5,000
"	J. Sprout	w 5,000
OSBOW	T. T. Thomson & Co	w 3,000
"	Roblin & Armitage	w 3,000
ALAMEDA	Dines & Cleveland	w 2,500
"	W. Buch & Co	w 2,500
"	F. Parker	w 2,500
Total		642,500

C. P. R. STONEWALL BRANCH.

STONEWALL	Ogilvie Milling Co		20,000
"	H. McCulloch	w	8,000
"	Dines & Cleveland	w	4,000
Total			32,000

OTHER C. P. R. BRANCHES.

LUMSDEN	Campbell & Green	w	2,400
PRINCE ALBERT	S. McLeod	w	6,000
"	R. Ironside	w	8,000
EDMONTON	D. C. Robertson	w	10,000
Total			26,400
Grand Total, C. P. R			10,060,600

MANITOBA & NORTHWESTERN RAILWAY.

MACDONALD	N. Bawlf	w	6,000
"	Campbell & Green		12,000
"	Lake of Woods Milling Co.		30,000
"	H. S. Paterson		30,000
GLADSTONE	A. C. Williams	w	6,000
"	Atkinson & Co	w	4,000
"	P. Broadfoot	w	6,000
"	W. S. Bailey	w	3,000
MIDWAY	Campbell & Green	w	2,000
ARDEN	N. Bawlf	w	3,000
"	Atkinson & Co	w	3,000
"	Moore & Macfarlane		10,000
NEEPAWA	Ogilvie Milling Co		15,000
"	Beautiful Plains M. Co		60,000
"	Atkinson & Co		12,000
"	J. J. Hamilton		15,000
"	E. O'Reilly		25,000
"	Farmers Elevator Co		75,000
FRANKLIN	W. J. Sirrett	w	7,000

FRANKLIN	Atkinson & Co	w	7,000
"	Ogilvie Milling Co		20,000
MINNEDOSA	W. P. Johnstone		25,000
"	Ogilvie Milling Co		30,000
"	Jas. Jermyn	w	7,000
"	A. C. Sewell	w	3,000
"	F. & E. Pearson	w	7,000
RAPID CITY	G. McCulloch & Co		40,000
"	Head & Christie	w	8,000
"	N. Bawlf	w	9,000
"	John Wilson	w	1,000
"	Farmers Elevator Co.		40,000
BASSWOOD	N. Bawlf	w	3,000
"	G. Hanna	w	6,000
NEWDALE	N. Bawlf	w	3,000
"	J. L. Cook	w	1,000
"	Geo. L. Ray	w	10,000
STRATHCLAIR	Campbell & Green	w	3,000
"	W. B. Moore		13,000
SHOAL LAKE	Shoal Lake Mg Co		25,000
"	A. Marshall	w	7,000
"	A. Marshall	w	3,000
SOLSGIRTH	M. & N. W. Ry. Co.	w	3,000
"	A. Marshall	w	3,000
BIRTLE	N. Bawlf	w	3,000
"	Arrow Milling Co	w	10,000
FOXWARREN	Thos. Almack	w	3,000
BINSCARTH	N. Bawlf	w	3,000
"	Binscarth Grain Whse Co.	w	5,000
RUSSELL	Campbell & Green	w	5,000
"	J. G. Boulton	w	5,000
"	J. D. Kippan	w	6,000
"	M. Simpson	w	9,000
SALTCOATS	N. Bawlf	w	3,000
YORKTON	J. W. Thornton	w	3,000
Total Capacity,			651,000

GREAT NORTHWEST CENTRAL RAILWAY.

HAMIOTA	Parish & Lindsay	40,000
OAK RIVER	" "	40,000

PETTAPICE.....	N. Bawlf.....	w	4,000
FORREST.....	Lake of Woods Milling Co.	w	4,000
".....	K. Campbell.....	w	6,000
Total G. N. W. C. Ry.....			94,000

NORTHERN PACIFIC RAILWAY.

WINNIPEG.....	Hudson's Bay Company...		70,000
MORRIS.....	Martin, Mitchell & Co.....		30,000
ST. JEAN.....	" " ".....		30,000
LETELLIER.....	" " ".....		12,000
".....	H. Crowe & Co..		15,000
WEST LYNNE.....	Martin, Mitchell & Co.....		70,000
UNION POINT.....	" " ".....	w	2,500
SOMERSET.....	" " ".....	w	2,500
SWAN LAKE.....	" " ".....	w	2,500
PORTAGE LA PRAIRIE	" " ".....		30,000
ROLAND.....	" " ".....		30,000
MIAMI.....	Carson Bros.....		30,000
".....	Martin, Mitchell & Co.....		30,000
GREENWAY.....	" " ".....		30,000
BELMONT.....	" " ".....		30,000
WAWANESA.....	" " ".....		30,000
".....	Manitoba Elevator Co.....		40,000
ROUNTHWAITE.....	Martin, Mitchell & Co.....		30,000
MARTINVILLE.....	" " ".....		12,000
BALDER.....	Manitoba Elevator Co.....		40,000
HILTON.....	" " ".....		40,000
OAKVILLE.....	Sparling & Ironside.....	w	2 500
ROSEBANK.....	E. D. Moore & Co.....	w	2,500
MYRTLE.....	E. D. Moore & Co.....	w	2,500
".....	H. Crowe & Co.	w	2,500
ELLIOTTS.....	Elliott & Co.	w	5,000
BRANDON.....	Man. Elevator Co.....		40,000

Total N. P. Ry..... 661,500

Grand Total Capacity 1891 - 7,628,000

" " 1892 10,366,800

" " 1893 11,467,100

FLOUR MILLS.

STATION.	OWNER	DAILY CAPACITY (BARRELS.)
KEEWATIN	Lake of Woods Milling Co.	1,800
WINNIPEG	Ogilvie Milling Co.	1,000
"	Hudson's Bay Co.	200
HIGH BLUFF	A. E. King.	75
PORTAGE LA PRAIRIE.	Lake of Woods Milling Co.	800
MCGREGOR.....	Geo. Rogers & Co.	125
AUSTIN	W. Clifford.	150
CARBERRY	Geo. Rogers & Co.	300
BRANDON.....	Alexander, Kelly & Co.	250
OAK LAKE.....	Leitch Bros.	250
VIRDEN.....	Koester & Son	75
MOOSOMIN	Smith & Brigham	125
WAPELLA.....	Hughes & Hart.	75
WHITEWOOD.....	A. Robinson.	20
WOLSELEY	Wolseley Mill Co.	100
INDIAN HEAD.....	W. R. Bell.	225
QU'APPELLE	McMillan Bros.	225
REGINA	Western Milling Co.	100
GRETNA	J. Fraser & Son.	100
MORDEN	J. H. Fraser.	100
MANITOU	A. Watts & Co.	60
PILOT MOUND.....	G. C. White	50
CRYSTAL CITY	J. W. Cochrane.	125
CLEARWATER	Western Canada Loan Co.	50
BOISSEVAIN	Preston & McKay.	125
CARMAN.....	M. H. Clendinning & Co.	50
TREHERNE	W. & J. Grey.	125
HOLLAND.....	J. Moir.	50
EMERSON.....	Fraser & Co.	300
STONEWALL.....	J. B. Rutherford & Co.	120
SELKIRK WEST.....	E. Comber.	25
SOURIS.....	McCulloch & Herriot.	150
ARDEN.....	Moore & McFarlane.	100
NEEPAWA.....	Beautiful Plains Milling Co.	100
MINNEDOSA	F. & E. Pearson.	75
RAPID CITY.....	G. McCulloch & Co.	150
SHOAL LAKE.....	Shoal Lake Milling Co.	100
BIRTLE.....	Arrow Milling Co.	100
MILLWOOD.....	Mitchell & Bucknall.	75
ASSESSIPPI	Henry Gill.	50

RUSSELL	J. G. Boulton	60
DUCK LAKE	Stobart & Co.	60
PRINCE ALBERT	Hudson's Bay Co.	75
Total Capacity Flour Mills		8,270

OATMEAL MILLS.

WINNIPEG	S. Nairn	75
BRANDON	Alexander, Kelly & Co.	50
PORTAGE LA PRAIRIE	Martins	65
Total		190

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SEVENTH
ANNUAL REPORT
OF THE
Winnipeg
Grain and Produce Exchange



Presented to the Annual Meeting held
January 9th. 1895.

WINNIPEG :
Printed at the Office of THE COMMERCIAL.
1895.

SEVENTH

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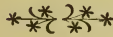
NOV 17 1917

ANNUAL REPORT

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Grain and Produce Exchange



Presented to the Annual Meeting held
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WINN PEG :

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1895.

WINNIPEG

Grain and Produce Exchange.

Past Presidents :

COL. D. H. McMILLAN, 1887-8.

SAMUEL SPINK, 1889.

N. BAWLF, 1890.

F. W. THOMPSON, 1891.

J. A. MITCHELL, 1892.

ARTHUR ATKINSON, 1893.

S. A. MCGAW, 1894.

1895.

President :

GEO. R. CROWE

Vice-President :

A. P. STUART.

Secretary-Treasurer :

CHAS. N. BELL.

Council :

R. MUIR.

W. BLACKADAR.

S. P. CLARK.

A. McBEAN.

R. P. ROBLIN.

F. W. THOMPSON.

D. W. CUMMING.

JOS. HARRIS.

S. SPINK.

W. W. McMILLAN.

S. A. MCGAW.

Committee of Arbitration :

S. W. FARRELL.

JOS. HARRIS.

WM. MARTIN.

N. BAWLF.

A. P. STUART.

S. SPINK

D. H. McMILLAN.

Committee of Appeals :

J. A. MITCHELL.

S. A. MCGAW.

A. McBEAN.

S. NAIRN.

F. W. THOMPSON.

D. G. McBEAN.

I. M. ROSS.

Call Board Committee :

S. W. FARRELL, (Chairman).

W. BLACKADAR.

S. SPINK.

A. CAVANAGH.

W. T. GIBBINS.

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LIST OF MEMBERS.

9TH JANUARY, 1895.

NAME.	RESIDENCE.
Allan, W. R.....	City.
Armitage, F. W.....	"
Atkinson, Arthur	"
Austin, A. W.....	Toronto.
Baird, John	City.
Bathgate, R. D.	"
Bawlf, N	"
Bawlf, D.	"
Bawlf, W. J.....	"
Beech, Wm	"
Bell, C. N.....	"
Bell, W. R	Indian Head, N.W.T.
Blackadar, Wm.....	City.
Black, W. A.....	"
Boston, Graham	"
Braithwaite, Chas.....	Portage la Prairie.
Bready, T. T. W.....	City.
Brigham, I. R	Moosomin, N.W.T.
Brydges, C. J. (Estate of)	City.
Buchanan, D. W	"
Buchanan, W. F	"
Burns, R.	"

NAME.	RESIDENCE.
Campbell, G. H	City.
Cass, E.	"
Cavanagh, A	Toronto & Winnipeg
Clark, S. P	City.
Craig, Geo	"
Crane, T. A	Montreal, Que.
Crowe, H	City.
Crowe, G. R.	"
Cumming, D. W	"
Cummins, S. S.	"
Curry, D. S.	"
Drewry, E. L.	"
Egan, E. C	"
Egan, Pat.	"
Farrell, S. W	"
Galt, George F	"
Gibbins, W. T	"
Gill, Thomas	"
Hall, C. E.	Alexander, Man.
Hamilton, J. J	Neepawa, Man.
Harris, Jos.	City.
Harvey, J. G	"
Hastings, W. A	Montreal.
Hastings, George V	Keewatin.
Hoare, J. H	City.
Horn, David	"

NAME.	RESIDENCE.
Ironside, Robert	Manitou, Man.
Logan, Wm	Carberry, Man.
Mackenzie, K.....	City.
Martin, Wm.....	"
Maulson, G. J.....	"
McBean, Oscar.....	"
McBean, Arch	"
McBean, D. G	"
McGaw, S. A	"
McGregor, Neil J	"
McKenzie, F. B.....	Brandon.
McLellan, J. K.	City.
McMillan, D. H.....	"
McMillan, W. W	"
Mann, J. E.....	Souris.
Mann, D. D.	Montreal.
Metcalf, H. D	"
Mitchell, James A.....	City.
Mitchell, H. B.....	Selkirk, Man.
Montgomery, T. J	St. Paul, Minn.
Morgan, J. G.....	City.
Muir, Robert	"
Nairn, S.....	"
Nichol, Thos.....	Wawanesa, Man.
Ogilvie, Shirley..	City.
Olafson, G.	"

NAME.	RESIDENCE.
Patterson, H. S.	Portage la Prairie.
Phillipps, F.	"
Rice, Gerald S.	Regina.
Roblin, R. P.	City.
Rokeby, R. T.	New York.
Rorison, R. D.	City.
Ross, I. M.	"
Simpson, F. G.	"
Spink, Samuel.	"
Sprague, D. E.	"
Steele, C. H.	"
Steen, James E.	"
Stephenson, John A.	Duluth.
Stewart, R.	City.
Stimpson, A. W. H.	"
Stott, George.	"
Stuart, A. P.	Deloraine, Man.
Thompson, F. W.	City.
Thomson, Geo. A.	" and Montreal.
Thomson, E.	"
Urquhart, W. M.	"
Vass, Albert.	"
Walker, W. A.	"
Watson, W. W.	"
Whitla, R. J.	"

President's Address.

WINNIPEG, JANUARY 9TH, 1895.

To the Members of the Exchange :—

GENTLEMEN :—In passing over in review a few of the events that present themselves before me as having occurred during my term of office, I shall not unnecessarily detain you, as I find the work and reports of the Council cover in fact almost everything that would either interest you or the outside public, and will be placed before you in such a manner that I could not possibly improve on them. I might, however, first refer to the crop of 1894. A crop in Manitoba is a feature alike interesting not only to members of this Exchange—to every man in the grain trade, every wholesale merchant and implement firm—but almost, you might say, to every individual doing business in the Dominion.

It is now several years since the eastern people turned their attention to this country, looking for the little money that the farmer received for his produce, and by every train you will find the commercial traveller journeying with his trunks and samples endeavoring to place bills of eastern goods with our country merchants, and it is surprising how familiar these people become with the crop of the country, which shows how deeply interested all eastern people are in the value of the output each year.

The crop of 1894 has been by far the largest ever produced in the Province of Manitoba. The Government Bulletin

dated December 10th, puts the crop of the Province at something over 17,000,000 of wheat, or an average of about 17 bushels per acre. This perhaps is as nearly correct as any person, no matter how well acquainted with the crop or resources of the country could possibly make it. Nearly 12,000,000 of oats and three and a quarter millions of barley and other cereals, or in all over 32,000,000 of all kinds of grain, including flax.

Taking into consideration the number of farmers in Manitoba it is doubtful if any other country can show this amount of production per head, but while this is the case, the terrible depression in prices has very much depreciated the results expected from the crop by the farmers. In spite of this, however, in no country I think is the farmer more contented and energetic than in Manitoba, and this is evidenced by the amount of land already prepared for next season's crop, which I believe is much greater than ever before. The season of 1894 was one that was favorable to propagation of smut, and the farmer has been the sufferer. For several years this Exchange has taken up this question of treating seed, vigorously, and I cannot help emphasising the belief that if farmers continue to faithfully bluestone their seed, they need not have a trace of smut in their crops. I was particularly struck with this fact in travelling through the country last August. I found farmers who bluestoned everything, wheat, oats and barley, and I have been told by some of the best farmers in the Province, who pursue this system faithfully, that they never had a head of smut on their farms. This testimony along with results shown at the experimental farms at Brandon and Indian Head have proved conclusively to me that there is no necessity for farmers having smutty grain. It is a loss to the farmer, a dread to the buyer and a curse to the miller.

During the past year I have noticed with pleasure the large increase in the membership of Farmers' Institutes, and

the papers read at their meetings must be of great value to the inexperienced, and those who desire to profit by the experience of others, particularly as to the best means to the eradication of noxious weeds, selection and care of stock and poultry, rotation of crops, and the best methods of handling their land to produce the best results.

In the work of the Council of this Exchange during the past year will be seen some changes that have been made in the by-laws, which are considered necessary from time to time, to meet the varied conditions that exist from year to year. One of the best of these was, I think, the one providing for the admission of non-resident members at a very low entrance fee of \$25.00, and I think when country dealers begin to recognize the value of a connection with this Exchange you will find that their numbers will be as great, if not greater, than that of city members engaged in the trade.

Regarding seed grain, this Exchange at considerable expense, took the usual steps to send samples of seed to the different railway agents throughout the country. But farmers have appeared to think it not necessary to take advantage of the opportunity to change their seed, something that I think would be very greatly to their advantage. But the Exchange will no doubt this year interview the railway authorities to again secure free transportation of seed to such farmers as desire to make a change.

Another point that will be brought to your notice by the Council is the reduction of elevator rates at Fort William. Not only has the producer been benefited by this reduction, but it also had the effect of reducing elevator rates at interior elevators in the country.

The matter of chattel mortgages on farmers crops is another matter to which the Exchange devoted considerable attention. and certainly it appears to me that we should have

some legislation to make the buying of grain from farmers on an open market less hazardous than it is at present. The board of arbitrators, which in almost every year of existence of this Exchange has appeared to have been a most necessary arrangement, lost their usefulness for the past year from the fact that not a single case was brought to arbitration in the past twelve months. And in connection with this, I might say that very little litigation of any kind took place in this country where the members of this Exchange had anything to do with the business concerned.

With reference to the grain standards, the report of the Council is so complete that I can add nothing to it. I am certainly of opinion that people who live in the country and grow, handle and mill the crop are the ones who are entitled to, and the best fitted for the fixing of the standards. Perhaps my views are a little extreme in this matter, but I think by a proper representation to the Department at Ottawa, the Inspection Act might be amended so that the standard made for Manitoba would be more in conformity with the character of wheat grown. I believe in a uniform standard, and when one is arrived at, which will give as far as possible general satisfaction, allow that standard to remain. This is following the American principle, which I believe to be a good one, as any foreign importer knows what to expect, and does not look for a change of standard from year to year.

Regarding the finances of the Exchange, the Treasurer's report is, at least, as healthy as usual.

I take my leave of you, by wishing you all a Happy and Prosperous New Year.

S. A. McGAW.

Report of Council.

WINNIPEG, JANUARY 9TH, 1895.

To the Members of the Winnipeg

Grain and Produce Exchange.

GENTLEMEN:—Your Council beg to present their Seventh Annual Report.

CALL BOARD.

The Call Board Committee elected for service after the last annual meeting comprised Messrs. S. W. Farrell (chairman), A. Atkinson, A. Cavanagh, G. R. Crowe and S. Spink. They have faithfully discharged their duties, and endeavored, successfully, to reduce the cost of market reports while increasing the efficiency of the service.

BY-LAWS.

Amendments to the by-laws of the Exchange were made during the past year, which provided for a new class of non-resident members, defined as Associate Members ; for making clear the complete withdrawal of Exchange privileges from members whose annual dues are unpaid ; for the withdrawal of members, in good standing, wishing to resign their seats, and for the re-arrangement of the regular annual dues of members. Your Council believe that these alterations were made in the best interests of the Exchange, and necessary to meet altered conditions following the settling of the trade into definite channels.

SEED GRAIN MATTERS.

In February last the railroad companies operating in Manitoba again requested this Exchange to provide, for the use of station agents, samples of grain that would represent "Good Seed," the companies being once more willing to carry, free of charge, the seed grain of farmers. Several hundred samples were accordingly supplied by the Exchange, at its own cost. The Council regret to say that very few farmers took advantage of this liberal action on the part of the railroads.

REDUCED ELEVATOR RATES.

Early in May last, a deputation appointed by the Exchange joined with one from the Winnipeg Board of Trade, in waiting on Sir W. C. VanHorne during his presence in this City, with a request that freight rates on grain should be reduced. Sir Wm. VanHorne informed the deputation that this matter had been fully considered by the Canadian Pacific Railway Co.'s Directorate, and it had been decided that no reduction of rates would be made.

The question of the Fort William elevator rates was also discussed by your deputation with Sir William, with the result that he stated that the C.P.R. Co. would meet any reduction made by elevator companies at the head of Lake Superior. Your Council are pleased to say that shortly afterwards the Duluth elevator rates were reduced as follows:—

Receiving, Elevating and Discharging (including 15 days free storage)	$\frac{1}{2}$ c per bush.
Storage for each succeeding 30 days, or part thereof	$\frac{1}{2}$ c "
No charge for cleaning and blowing.	

The Canadian Pacific Railway Co. responded, by reducing their rates at Fort William to:—

Elevating (including 20 days storage).....	$\frac{3}{4}$ c	per bush.
Storage for each succeeding 30 days, or part thereof	$\frac{1}{2}$ c	"
Cleaning and blowing	$\frac{1}{4}$ c	"

CHATTEL MORTGAGES.

The matter of chattel mortgages on grain in farmers' hands has presented to grain dealers in this country some very vexatious features. The utter impossibility of a buyer at a country elevator being able to detect any difference between grain under chattel mortgage or free, when presented in sacks for sale at an elevator door, or to attempt to identify the original ownership of such, is readily apparent. If possible, the Chattel Mortgage Act should provide protection to the purchasers of grain in an open market, otherwise the whole trading of grain in this province is made complicated and unsafe. The Exchange considered the matter with their solicitor and representatives of agricultural implement firms, and a tentative understanding was arrived at.

ARBITRATION AND APPEALS.

Your Council are pleased to state that during the whole of last year no new case of difference between members of this Exchange were brought before the Arbitration Board, which fact speaks volumes for the methods of conducting the grain trade in Manitoba, inaugurated and enforced though the rules and regulations adopted and maintained by this Exchange; in striking contrast to the irregular manner in which much of the trade was conducted before the organization of this Association. The following committees were elected at the last annual meeting to hold office during 1894.

Arbitration.

A. Atkinson, G. R. Crowe, S. W. Farrell, W. Martin, A. McBean, S. Spink, F. W. Thompson.

Appeals.

N. Bawlf, S. P. Clark, Jos. Hains, R. Muir, J. A. Mitchell,
D. H. McMillan, Stephen Nairn.

GRAIN STANDARDS.

In August last, the Exchange nominated to the Department of Inland Revenue certain members as delegates to the Grain Standards meeting. Two delegates were appointed by the Government to the Meeting, which was held in this City on the 18th of September. Practically the standards of 1893 were again adopted for the crop of 1894, and experience has proved that they amply met the requirements of the crop.

Early in the year, and again in December, the Exchange strongly recommended to the Dominion Government that the Board to select standards for grain grown in Manitoba and the N.W. Territories should be composed of competent persons resident west of Lake Superior. This Exchange claims that as all the grain is grown and handled or milled by residents of Manitoba and the Territories, the selection of the Grain Standards, under the Dominion Act and the supervision of the Government, should be left in the hands of the Western people. The Exchange further considers that the great expense incurred in bringing up eastern delegates is uncalled for and quite unnecessary.

Considerable difference of opinion exists as to the proper interpretation of a clause (Sec. 15) in the Inspection Act, which states that "The Governor-in-Council may appoint such persons as he deems properly qualified for the purpose of choosing samples of any of the articles subject to inspection under this Act, to be standards by which the Inspectors of such articles throughout Canada shall be governed in the work of inspection." It is claimed by some that no matter what samples may be chosen by the Standards Board, the Inspectors in grading, or the Grain Examiners, on an appeal

from an Inspector's grading, may, at their option, pass over the standard samples, and be guided entirely on their own opinion of the meaning of the Act schedule which describes the characteristics of the different grades. This Exchange in January last officially informed the Department of Inland Revenue that it was their opinion that the Act schedule must govern the Standards Board (the members of which are selected and appointed by the Government as experts) in choosing the standard samples, but so soon as they have done this, then the samples thus chosen, must absolutely govern Inspectors and Boards of Examiners on Appeals, in grading grain. From intimation received from the officials of the Inland Revenue Department, it is learned that the Department agree with the Exchange in taking this interpretation from the wording of the Inspection Act, and it is probable that the wording of the Act will be changed to clearly meet this interpretation.

Considerable interest has been manifested by Grain Exchanges and the press as to the methods pursued in handling grain at Fort William and Port Arthur. The Comptroller of Inland Revenue has investigated the system, and in connection therewith attended a special meeting of this Exchange and obtained the views of our members.

No decision has yet been made by the Department, but it is likely that some changes will be made in the Inspection Act at the approaching session of Parliament at Ottawa.

"VISIBLE SUPPLY STATISTICS."

In May last correspondence was again opened up with the Chicago Board of Trade regarding their including the stocks of grain in Fort William and Port Arthur in their statements of the "visible supply." The Chicago Board stated that they were in correspondence with the New York Produce Exchange on the subject, and suggested that this Exchange correspond with the principal grain organizations supplying the "visible

supply " figures. The Exchange decided to allow the matter to rest, as considerable expense would have to be borne by it to supply the requisite information, and in any case our members are kept informed of the Fort William stocks.

SEED GRAIN FOR TERRITORIES.

A communication was received in February from a public meeting held at Carnduff, asking the Exchange to urge on the Minister of the Interior, the necessity and advisability of supplying seed grain to farmers in certain sections on the Estevan Branch of the C.P.R. The Council cheerfully consented, and finding that some loan companies were also interesting themselves in the matter, co-operated with them through Mr. H. H. Smith, Commissioner of Lands. The Minister of the Interior promptly took action, and seed was supplied in due course.

GRAIN QUOTATIONS.

Last Summer, the United States Department of Agriculture requested this Exchange to supply them on the first day of each month with the current market values of grain. This was acceded to, and the information is regularly forwarded on forms supplied by the Department. In return, the official publications of the Department are mailed to the Exchange, and are on file in the office.

VISIT OF LORD ABERDEEN.

In September the Exchange was invited by the City Council to appoint a representative to act on a general committee of reception, to arrange for the visit to Winnipeg of Lord Aberdeen, Governor-General of Canada. A delegate from the Exchange took an active interest in the work necessary. All the arrangements in connection with the reception were complete and successful.

S. A. McGAW, President.

C. N. BELL, Secretary.

Extracts from the General Inspection Act of Canada 1886, and Amendments.

“ If any dispute arises between the Inspector or Deputy Inspector for any of the places hereinbefore mentioned by name, where there is a Board of Trade or a Chamber of Commerce, and the owner or possessor of any article inspected under this Act, with regard to the quality or condition of such article, or relating thereto, such dispute shall not be decided in the manner in this section before provided, but upon application of either of the parties to the dispute, to the Secretary of the Board of Trade or the Chamber of Commerce for the place where the dispute had arisen, the Secretary shall forthwith summon a meeting of the Board of Examiners for the said place, who, or a majority of whom, shall immediately examine such article and report their opinion of the quality or condition thereof; and their determination, or that of a majority of those present, expressed in writing, shall be final and conclusive, and the Inspector or Deputy Inspector shall immediately attend and conform himself thereto, and shall brand, stamp or mark, or cause to be branded stamped or marked, such article or the package containing the same, of the quality or condition ascertained by the determination aforesaid, or shall grant a certificate of the inspection in accordance with such determination, as the case requires.”

“ ARBITRATIONS BETWEEN INSPECTORS.”

Certified Copy of a Report of a Committee of the Honorable the Privy Council, approved by His Excellency the Governor-General in Council, on the 4th March, 1890.

“On a memorandum, dated 22nd February, 1890, from the Minister of Inland Revenue recommending the appointment of the undermentioned persons, viz :—

S. Spink, (Chairman), S. Nairn, G. J. Maulson,
A. Atkinson, F. W. Thompson—

(of whom three shall constitute a quorum) as a Board of Examiners and Arbitrators for the following purposes :—

No. 1. To examine and test the fitness of candidates to become Inspectors or Deputy Inspectors of wheat and other grains, in respect of all grain inspection divisions or districts west of and including that of Port Arthur.

No. 2. To determine all cases of difference between Inspectors as to the true quality or grade of any grain inspected by one of them and re-inspected by another.

The said Board shall be empowered under the 8th subsection of section 16 of the General Inspection Act, Cap. 99, Revised Statutes, to determine all differences between any two Inspectors of Grain in respect of any grain grown west of Port Arthur.

Provided that in cases wherein the Inspector of Winnipeg is a party, the other inspector with whom the difference arises may call upon the President of the Board of Trade within the District comprised by the grain inspection division for which such inspector has been appointed, to nominate two members of such Board, engaged in or having a knowledge of the grain trade and not being interested parties, and upon such parties presenting themselves at the usual place of meeting of the said Board of Arbitrators, such nominees shall, with the Chairman and such two other members of the Board hereinbefore established as the Chairman shall select, constitute a legal Board for the determination of the matter in dispute.

In the absence of the Chairman, the Board shall select an Acting Chairman, and he shall have all the power of the Chairman as herein stated.

The aforesaid Board of Arbitrators may, under authority of the 19th Section of the afore cited Act, collect from such Candidate coming before them for examination, before such examination is held, a fee not to exceed twenty dollars, to be distributed in such way as the said Board may direct."

GRAIN STANDARDS

Wheat.

Extra Manitoba hard wheat shall be sound and well cleaned, weighing not less than sixty-two pounds to the bushel, and shall be composed of at least eighty-five per cent of hard red Fyfe wheat, grown in Manitoba or the North-West Territories of Canada.

No. 1 Manitoba hard wheat shall be sound and well cleansed, weighing not less than sixty pounds to the bushel, and shall be composed of at least two-thirds of hard red Fyfe wheat, grown in Manitoba or the North-West Territories of Canada.

No. 2 Manitoba hard wheat shall be sound and reasonably clean, weighing not less than fifty-eight pounds to the bushel, and shall be composed of at least two-thirds of hard red Fyfe wheat, grown in Manitoba or the North-West Territories of Canada.

No. 1 hard white Fyfe wheat shall be sound and well cleaned, weighing not less than sixty pounds to the bushel, and shall be composed of not less than sixty per cent. of hard white Fyfe wheat, grown in Manitoba or the North-West Territories of Canada, and shall not contain more than twenty-five per cent. of soft wheat.

No. 1 Manitoba northern wheat shall be sound and well cleaned, weighing not less than sixty pounds to the bushel, and shall be composed of at least fifty per cent. of hard red Fyfe wheat, grown in Manitoba or the Northwest Territories of Canada.

No. 2 Manitoba northern wheat shall be sound and reasonably clean, of good milling qualities and fit for warehousing, weighing not less than fifty-eight pounds to the bushel, and shall be composed of at least fifty per cent. of hard red Fyfe wheat, grown in Manitoba or the Northwest Territories of Canada.

No. 1 spring wheat shall be sound and well cleaned, weighing not less than sixty pounds to the bushel.

No. 2 spring wheat shall be sound and reasonably clean, weighing not less than fifty-eight pounds to the bushel.

No. 3 spring wheat shall comprise all wheat fit for warehousing, not good enough to be graded as No. 2, weighing not less than fifty-six pounds to the bushel.

Rejected spring wheat shall comprise all wheat fit for warehousing, but too low in weight, or otherwise unfit to be graded as No. 3.

Oats.

No. 1 oats shall be sound, plump, clean and free from other grain.

No. 2 oats shall be sound, reasonably clean and reasonably free from other grain.

No. 3 oats shall be sound, but not clean enough to be graded No. 2.

Rejected oats shall include such as are damp, unsound, dirty, or from any cause unfit to be graded as No. 2.

Barley.

No. 1 barley shall be plump, bright, sound, clean and free from other grain.

No. 2 barley shall be reasonably clean and sound, but not bright and plump enough to be graded as No. 1, and shall be reasonably free from other grain, and weighing not less than forty-eight pounds to the bushel.

No. 3 extra barley shall be in all respects the same as No. 2 barley except in color, weighing not less than forty-seven pounds to the bushel.

No. 3 barley shall include shrunken or otherwise slightly damaged barley, weighing not less than forty-five pounds to the bushel.

No. 4 barley shall include all barley equal to No. 3, weighing not less than forty-five pounds to the bushel.

All barley which is damp, musty, or from any cause badly damaged or largely mixed with other grain, shall be graded as "rejected."

All barley grown in Manitoba or the North-West Territories of Canada, shall be graded as above, but shall be distinctly classified by inspectors as "Manitoba" barley.

Provision as to all Grain.

In the inspection of grain, the weights shall not alone determine the grade.

All wheat shall be weighed, and the weight per bushel entered on the inspection book.

All Inspectors shall make their reasons for grading grain, when necessary, fully known by notation on their books.

No wheat or other grain that has been subject to scouring or treatment by use of lime or sulphur, shall be graded higher than No. 3.

Samples furnished to Inspectors shall be made to conform, as strictly as possible, to the conditions and terms specified in the foregoing classification.

All good wheat that is slightly damp shall be reported and entered on the inspector's books as "no grade" with the inspector's notations as to quality and condition.

Any material admixture of "rice wheat," otherwise known as "goose" or "California" wheat, or of red chaff wheat with other descriptions of wheat shall exclude the parcel from inspection.

All wheat that is in a heating condition, or too damp to be considered safe for warehousing, or that has any considerable admixture of foreign grain or seed, or is badly bin-burnt, whatsoever grade it might otherwise be, shall be reported and entered on the inspector's books as "condemned," with the inspector's notations as to the quality and condition.

"If a considerable portion of the crop of any one year has any marked characteristics which exclude it, to the prejudice of the producer, from the grade to which it otherwise belongs, the examiners may establish a special grade, and choose a sample of such grade to be the standard therefor; and in such case shall distribute samples of such standard to the several inspectors for their guidance, and the packages containing the samples so distributed, and the certificates given by inspectors in relation to such grade of grain shall be marked "commercial grade."

Manitoba's Grain Export.

WHEAT.

(INCLUDING FLOUR.)

Crop (1886).....	4,000,000 bushels.	
" (1887)	10,500,000	"
" (1888)	4,000,000	"
" (1889)	4,500,000	"
" (1890)	11,500,000	"
" (1891)	14,000,000	"
" (1892)	14,000,000	"
" (1893)	12,000,000	"
" (1894) Estimated	15,000,000	"

PERCENTAGE OF GRADES AS PER WINNIPEG INSPECTION.

	CROP 1886.	CROP 1887.	CROP 1888.	CROP 1889.	CROP 1890.	CROP 1891.	CROP 1892.	CROP 1893.
No. 1 Hard.....	61	10	19	41 $\frac{1}{4}$	15 $\frac{1}{2}$	23	47 $\frac{1}{2}$	81
No. 2 Hard.....	9	11	22 $\frac{1}{2}$	29 $\frac{1}{4}$	—	26	15 $\frac{1}{2}$	4
No. 3 Hard.....	—	—	17	—	—	17	9 $\frac{1}{2}$	—
No. 1 Northern	16	40	—	2 $\frac{3}{4}$	17 $\frac{1}{4}$	5	9 $\frac{1}{2}$	5
No. 2 and 3 Northern	4	18 $\frac{1}{4}$	—	12 $\frac{1}{2}$	—	—	—	—
Regular	—	—	—	—	—	38	—	—
No. 1 and 2 Spring.....	5	5 $\frac{3}{4}$	—	—	—	—	—	—
Rejected and no grade.....	5	15	6 $\frac{1}{2}$	9 $\frac{3}{4}$	9 $\frac{1}{4}$	15	19	9
Other grades.....	—	—	35	4 $\frac{3}{4}$	32	2	8 $\frac{1}{2}$	1
	100	100	100	100	100	100	100	100

WHEAT INSPECTED AT WINNIPEG.

Crop (1886)	1,362,600 bushels.	
" (1887)	3,878,600	"
" (1888)	2,183,350	"
" (1889)	2,207,400	"
" (1890)	6,630,000	"
" (1891)	8,691,800	"
" (1892)	7,228,650	"
" (1893)	4,811,300	"

Balance of wheat went out as flour or was inspected at Fort William.

CROP, 1894.

Return for six months, ending 31st December, 1894, of the inspection at Winnipeg.

	1892	1893	1894	
No. 1 Hard	8	53	76	per cent.
No. 2 Hard	36	26	3	"
No. 1 and 2 Northern	10	6	8	"
Other grades	46	15	13	"
	<hr/>	<hr/>	<hr/>	
	100	100	100	"

Quantity inspected of 1894 crop prior to 31st December, 1894, at Winnipeg, 3,573,050 bushels.

Grain Storage Capacity.

Including Port Arthur, Fort William, Keewatin and points in Manitoba and the Territories.

1891.....	7,628,000	bushels.
1892.....	10,366,800	"
1893.....	11,467,100	"
1894.....	11,817,100	"
1895.....	12,000,000	"

BY-LAWS

— OF THE —

Winnipeg Grain and Produce Exchange.

ADOPTED AT A GENERAL MEETING, HELD 27th SEPT, 1893.

And Amendments to 31st December, 1894.

INTERPRETATION CLAUSES.

By-Law 1.

SEC. 1. Whenever the words "the Exchange" or "the Association" occur in the following By-Laws, they shall be understood to mean "The Winnipeg Grain and Produce Exchange."

SEC. 2. Whenever the words "the Council" occur in the following By-Laws, they shall be understood to mean "the Council of the Winnipeg Grain and Produce Exchange."

FINANCIAL YEAR.

By-Law 2.

SEC. 1. The financial year of this Association shall commence on the 1st of January.

MEMBERSHIP AND FEES.

By-Law 3.

SEC. 1. The Council shall be a committee on membership, whose duty it shall be to examine all applications for membership, and any person of good character and of legal age, on presenting a written application, endorsed by two members of the Association, and stating the name, residence and business avocation of the applicant,

and a majority of the Council deciding, after a ballot, that said applicant should be admitted as a member, the name of said applicant shall be posted on the bulletin board of the Exchange 7 days prior to being balloted for; and every proposed member shall be voted for by ballot at a general meeting of the Exchange, and if not more than four ballots appear against him, he shall be declared elected and, upon payment of a membership fee of \$100, or on presentation of a certificate of unimpaired or unforfeited membership, duly transferred, and by signing an agreement to abide by the rules, regulations and by-laws of the Association, and all amendments that may be made thereto, he shall become a member of the Winnipeg Grain and Produce Exchange.

SEC. 2. All entrance fees shall be funded, and not used by the Council in payment of the ordinary current expenses connected with the management of the affairs of the Exchange.

SEC. 3. Every member shall be entitled to receive a certificate of membership, bearing the corporate seal of the Association, and the signatures of the President and Secretary, and if the member in whose name the certificate stands has paid all fees, dues and assessments, and has against him no outstanding, unadjusted or unsettled claims or contracts held by members of the Association and said membership is not in any way impaired or forfeited, it shall, upon the payment of five dollars, which shall be placed to the credit of the Association, be transferable upon the books of the Association to any person eligible to membership who may be elected a member of the Association, after due posting, as provided by Sec. 1 of this By-Law.

SEC. 4. The membership of a deceased member shall be transferable in like manner by his legal representative.

SEC. 5. Prior to the transfer of any membership, application for such transfer shall be posted upon the bulletin board of the Exchange for at least 7 days, when, if no objection be made, it shall be assumed the member has no outstanding claims against him. The notice or application for transfer shall state the name of the person to whom it is proposed to be made. Objections to the transfer must be in writing, signed by the person objecting, and filed with the Secretary,

who shall serve a copy of the objections upon the applicant for transfer. The Council shall, upon hearing the persons interested, determine the sufficiency of such objections. In case any membership shall be transferred in violation of any of the foregoing provisions, such transfer shall be null and void.

SEC. 6. Nothing in this by-law shall prevent any member in good standing from holding more than one certificate of membership in his own name, provided that no member, by reason of owning such additional certificates, shall be entitled to more than one vote at any election, or upon any question coming before the Exchange.

SEC. 7. When from loss by fire, or any other cause (satisfactory to the Council) and after a statutory declaration to that effect has been filed with the Council, a duplicate certificate has been issued to a member, the said duplicate, so issued, shall in every respect cancel and replace the original.

ANNUAL SUBSCRIPTION AND ASSESSMENTS,

By-Law 4.

SEC. 1. Each member of the Exchange shall pay an annual contribution or fee of \$10, payable on or before the 1st of January, provided that each member actively engaged in the grain trade shall pay a further annual sum of \$10 on or before the 1st of January. Any person admitted a member of the Exchange after the 1st of January, and prior to the 1st of July, shall pay the full amount of \$10 (and in the case of a person actively engaged in the grain trade, of \$20) for that fiscal year. Any person admitted after the first of July shall pay a contribution or fee of \$7.50 (and in the case of a person actively engaged in the grain trade, of \$15) for the then current fiscal year, and these payments shall be made within thirty days of admission in each case, otherwise the person so defaulting must be again proposed and balloted for as provided in by-law 3. The Council shall, from time to time, or when called on, decide finally as to the ranking of members on the books of the Exchange, as regards whether they are actively or not actively engaged in the grain trade, for the purpose of the collection of the annual fees. Should exigencies so demand, the Council may make one or more special assessments upon members to meet the ordinary

current expenses, or any deficiency in the ordinary current affairs of the Exchange ; such special assessment shall be payable at such time, and in such manner as the Council shall direct ; provided also that such special assessment shall not exceed in the aggregate the sum of \$10 per each member for any one year.

SEC 2. Any member who shall not have paid his annual contribution for the year then current, or any assessments levied under authority of Sec. 1 of this By-law, shall be thereby debarred from the privileges of membership in the Exchange.

CENSURE, SUSPENSION OR EXPULSION OF MEMBERS.

By Law 5.

SEC. 1. If it shall be charged that any member of the Association has failed to comply promptly with any contract, either verbal or written ; has neglected or refused to comply promptly with the award of any board of arbitration or board of appeals, rendered in conformity with the rules and regulations of the Association, or has refused or neglected to submit any matter of difference to arbitration, it shall be the duty of the Council, upon the complaint in writing of the aggrieved party, to consider the matter at any regular, adjourned or special meeting of said Council, of which meeting the accuser and accused shall have had at least six days' notice in writing to attend ; and if, by a majority vote of the Members of Council present,—there being at least six votes in the affirmative,—the charges made shall be decided to be sustained, the member in fault shall by such finding stand suspended from all privileges of membership until the matter complained of shall have been satisfactorily settled in the judgment of the Council. Should, however, the gravity of the offence be deemed such as to merit expulsion, the member in fault may, by a majority of two-thirds of the Members of Council present, there being not less than six votes in the affirmative, be recommended to the Exchange for expulsion. Any member of the Association suspended under the provisions of these rules shall stand suspended until he shall have complied with and performed such further conditions for reinstatement, in addition to those herein provided, as the Council may in its judgment see fit to impose.

SEC. 2. Notice of all applications for relief from suspension under the provisions of the preceding section shall be posted upon the bulletin of the Exchange for at least one week prior to the hearing of any such application by the Council; when, if no further just claims shall be filed against said applicant, he may be so reinstated. And if the Council shall be satisfied that such failure was merely from financial inability or misfortune, such member, having given satisfactory evidence that he has so adjusted and settled such outstanding obligations, shall be reinstated. And such reinstatement, in each case, shall therefore serve as a bar to any further discipline by the Association on account of any claims maturing at a date prior to the reinstatement of said applicant.

SEC. 3. All charges made to the Council against any member of the Association for any default, misconduct or offense, shall be in writing, and shall state the default, misconduct or offense charged, and the same shall be signed by one or more members of the Association or by a business firm, one or more of whose members shall be a member of the Association, or by a chairman of a committee of the Association.

SEC. 4. No member shall be censured, suspended or expelled under this by-law without an examination of the charges against him by the Council, nor without having an opportunity to be heard in his own defense. No examination shall take place until notice has been served on the accused member, or his firm, if the charges apply to his firm, accompanied by a copy of the charges against him or them, in writing. Such notice may be served upon the accused personally by the Secretary or it may be left at or mailed to the accused at his ordinary place of business or residence; in either of which cases the notice shall be considered sufficient and the examination may proceed whether the accused be present or not.

SEC. 5. It shall be the duty of the Council to examine charges against any member of the Association, when made in writing (addressed to the President or Secretary,) by any other member, and if the party accused shall be found guilty of improper conduct of a personal character in the rooms of the Association; of a violation of the rules, by-laws or regulations of the Association; of making or

reporting any false or fictitious purchases or sales ; of any act of bad faith ; of any attempt at extortion ; of any act contrary to the spirit which should govern all commercial transactions ; or of any other dishonorable or dishonest conduct, he shall be censured, suspended or recommended to the Exchange for expulsion by the Council, as it may determine from the nature and gravity of the offense committed.

SEC. 6. In any investigation or trial before the Council, or before any other duly constituted committee or other tribunal of the Association, if any member who shall have had notice, from the Secretary, in writing, to appear and testify in the case ; or, if any member who shall have been cited by the chairman of any duly constituted committee or other tribunal of the Association to appear and testify, shall neglect or refuse to so appear : or if, testifying, shall refuse to answer any question which may, by a majority vote of the said Council, Committee, or other tribunal, be declared proper and pertinent to the case in hearing, he shall be subject to suspension by the Council, from all privileges of the Association, for such period as the said Council may determine : which may be done by said Council in case of contempt of a witness before said Council, or on the report, in writing, of any such committee or other tribunal, in case the contempt shall occur before such committee or other tribunal of the Association. It is hereby provided that no witness shall be compelled to answer any question which shall criminate himself, nor shall any testimony be admitted which, in the opinion of the committee or other tribunal, is irrelevant to the case in hearing.

SEC. 7. In case of the suspension of any member of the Association by the Council, or expulsion by the Exchange, the fact of such suspension or expulsion shall be promptly posted on Change ; and also the restoration to the privileges of membership of any member readmitted, who had been under sentence of suspension, and such notice shall remain posted for at least one week. Upon the suspension or expulsion of a member, notice thereof shall be communicated to him by the Secretary, who shall also enter opposite the name of such member, in a list kept for that purpose, the word " suspended " or " expelled " as the case may be.

SEC. 8. An expelled member shall not be readmitted to membership except upon payment of the regular membership fee and annual assessment, or upon presentation of an unimpaired membership for transfer, as per by-law 3, and upon satisfactory evidence that he is a fit person for membership in the Association, and then only upon an affirmative vote of at least two-thirds of the members of the Exchange. Provided, such vote shall be had at a regular meeting at least one week succeeding a motion to re-admit; and provided, that in case it shall subsequently be proven that the member was expelled on false testimony; or, in case satisfactory evidence is presented of error in the decision of the Council or Exchange as to his guilt of the charges upon which he was expelled, he may be restored to membership as provided by this by-law without the payment of the initiation fee.

SEC. 9. It shall be the duty of the Council, in case any grave offense, committed by any member of the Association against the good name or dignity thereof, shall come to its knowledge, either by public rumor or report, to cause a preliminary or informal investigation to be made by a committee of its members, into the truth or falsity of such rumor or report. If such committee, after investigation, shall deem such rumor or report sufficiently well founded, it shall so report to the Council, with charges, whereupon the person thus implicated shall be notified in manner provided in Section 5 of this by-law, to appear before the Council, and if found guilty, he shall be censured, suspended or recommended to the Exchange for expulsion. A majority of a quorum sitting at a regular, special or adjourned meeting of the Council, shall be sufficient to censure; but to suspend a member of the Association for any offense enumerated in this section, it shall require an affirmative vote of two-thirds of the members present, except when less than nine members are present, in which case it shall require at least six affirmative votes to suspend.

SEC. 10. In investigations before the Exchange or Council, or before any committee of the Association, no party shall be allowed to be represented by professional counsel.

SEC. 11. Any recommendation of the Council to the Exchange for the expulsion of a member of the Association may be considered by the Exchange at a general meeting, of which each member shall have been notified at least two days previously by notice delivered or mailed by the Secretary; and at such meeting if two-thirds of the members present vote in the affirmative, then such member of the Association so recommended by the Council for expulsion shall stand expelled, provided that such member recommended for expulsion shall have been notified of such meeting, and given an opportunity of making a statement on his own behalf.

DUTIES OF THE OFFICERS.

By-Law 6.

THE PRESIDENT.

SEC. 1. It shall be the duty of the President when in the chair, at any meeting, to regulate the order thereof, and to receive and put motions, to inform the Exchange of the proceedings since the last meeting, to cause the reports of the Council and other communications to be read, and to announce to the meeting what in them he may think concerns the mercantile interest. He shall keep order, but an appeal may be had from the decision of the chair, to the members present, when a majority vote shall decide. It shall also be the duty of the President to call a meeting of the Exchange or of the Council, at any time on the request of six members thereof, giving two days notice thereof, and stating the purpose for which the meeting is convened: provided always, that if both the President and the Vice-President be absent, any member of the Council shall be competent to call such meeting in manner aforesaid. The President shall, ex-officio, be a member of all committees, except the Committees of Arbitration and Appeals.

THE VICE-PRESIDENT.

SEC. 2. It shall be the duty of the Vice-President to perform the duties of the President in case of his absence or disability.

THE TREASURER.

SEC. 3. The Treasurer shall have charge of all moneys and securities belonging to the Association, and shall deposit the same weekly in some incorporated bank in this city, to be designated by the Council, in the name of "The Winnipeg Grain and Produce Exchange," and such moneys shall only be drawn out by his cheque countersigned by the President and the Secretary, or, in the absence of any of these officers, by such other person or persons as may be appointed by the Council for that purpose. And it shall be his duty to see that all moneys received by the Secretary are accounted for daily by that officer. Out of the receipts the Treasurer shall pay all the accounts which have been approved by the Council, and shall enter all receipts and disbursements in a book to be provided for that purpose, said book to be balanced and laid before the Council quarterly, for their information, and, whenever required by the Council, he shall also produce an abstract of his accounts. For the due fulfilment of his duty he shall give a guarantee bond in such an amount as may, from time to time, be ordered by the Council

THE SECRETARY.

SEC. 4. The Secretary, under the superintendence of the Council, shall be the executive officer of the Exchange, and shall keep the books of the Association, and conduct its correspondence. He shall retain copies of all official letters, and preserve all official documents and papers. It shall be the Secretary's duty to give proper notice of all meetings of the Exchange and Council and Committees; also to attend and take minutes of all meetings, and make an accurate record of the actions and business of the Exchange and Council, as well as all committees of same. He shall also collect all statistics ordered by resolution of the Council, as soon thereafter as practicable. And further, he shall perform such other duties as properly pertain to his office. The Secretary shall also collect all moneys accruing to the Exchange from members' subscriptions, rents, etc., and pay over same daily to the Treasurer, and for the due fulfilment thereof he shall give a guarantee bond in such an amount as may, from time to time, be ordered by the Council. In case of absence or disability of the Secretary the Council may appoint a

secretary for the time being. If the Secretary is also elected and acts as Treasurer, he shall give a guarantee bond for the fulfillment of the duties of both offices, in such an amount as may, from time to time, be ordered by the Council. The Secretary shall be exempt from payment of annual dues and assessments.

VISITORS

By-Law 7.

SEC. 1. Visitors may be introduced to the Exchange Rooms upon such terms and for such time as the Council may from time to time determine. No person holding a visitor's ticket shall be permitted to negotiate or transact any business in the Exchange Rooms. For any violation of this rule the privilege of visiting the rooms shall be forfeited.

CLERK'S TICKETS.

By-Law 8.

SEC. 1. Each firm or business house, represented by one or more memberships in the Exchange, shall be entitled upon the payment of such fee as the Council may, from time to time determine, to one or more clerk's tickets of admission to the daily meetings of the Exchange, good only for the year ending with the next annual election, and on the approval of the person for whom the application is made by a majority of the Council. But the holder of the clerk's ticket must be in the employ of the member applying for the same and shall not have a right to transact any business in the Exchange Rooms for himself or any person other than the employer to whom the ticket may have been issued. Any clerk's ticket, and all payments for the same, may be declared forfeited by the Council upon satisfactory evidence that the party holding it has violated any of the privileges granted by it, or that he is not a bona-fide employee of the party upon whose application the same was issued.

FUNCTIONS OF COUNCIL.

By-Law 9.

SEC. 1. The Council of this Association shall have the sole management of all and every the real and immovable property which may now or hereafter be acquired by the Association, and shall have

power to authorize the President to grant a lease or leases, of all or any of the houses, buildings, or premises of, or belonging to the Association, for such term of years, and for such rent or sum of money, as to the said Council shall appear just and reasonable, and most for the interests of the Association; and shall also from time to time, when requisite, bargain and contract for, and have power to authorize the President to accept a deed of sale, or lease, of all such houses, buildings, or premises, as may be requisite and necessary for the prosecution of the objects of the Association, on such terms and conditions, and in case of a deed of lease for such period, as the said Council in their discretion shall see fit.

SEC. 2. In case of absence or disability of the President and Vice-President, it shall be the duty of the Council to elect from their number a temporary chairman who, in addition to his duties as chairman of the Council, shall also temporarily perform all other duties devolving upon the President.

SEC. 3. The Council shall appoint auditors and other officers and employees not otherwise provided for, regulate their salaries and duties when not otherwise defined, and fix the salary of the Secretary.

SEC. 4. The Council shall draw up petitions, and refer the same to the Association at either a General or Special Meeting; or in the event of prompt action being necessary, the Council may petition direct. They shall, if required by the Association, draw up and forward such petitions as the Association may agree upon at any General Meeting. All petitions to be signed by the President and countersigned by the Secretary, with the Seal of the Association affixed.

SEC. 5. The Council shall have full power to appoint Committees, which shall report their proceedings to the Council, or, if so directed by the Council, to the Exchange.

COUNCIL MEETINGS.

By-Law 10.

SEC. 1. Meetings of the Council shall be summoned at any convenient time by the Secretary, at the instance of the President or of any three members. Notice of Council meetings shall be mailed to members on the day previous to such meetings.

SEC. 2. Eight members of the Council shall constitute a quorum, but a smaller number shall have power to adjourn.

SEC. 3. Every member of the Council who may have occasion to speak, shall rise and address the Chair. All motions shall be made in writing and seconded. No person shall interrupt another while speaking, and all persons who may have once spoken to any motion shall, prior to speaking again, obtain permission from the Presiding Officer. It shall be lawful, however, for the Presiding Officer at any period of the meeting to announce that the subject is open for conversational discussion, and in such case this rule shall not apply.

SEC. 4. All reports of committees or other communications shall be read and orders taken thereon from the President, unless sufficiently important to be the subject of a motion.

SEC. 5. A motion to adjourn shall always be in order.

EXCHANGE MEETINGS.

By-Law 11.

SEC. 1. The Annual General Meeting of the Exchange shall be held on the second Wednesday of January in each year, notice of which shall be mailed to each member one week previously.

SEC. 2. Regular General Meetings of the Exchange may be held on each Wednesday for the purpose of the balloting for candidates for membership, and any general business. No other notice of these meetings shall be necessary than posting in the Exchange Room for twenty-four hours previously.

SEC. 3. Special General Meetings of the Exchange shall be summoned at the instance of the President, by a circular from the Secretary to each member, such notice to be mailed at least two days before the time of the meeting.

SEC. 4. At meetings of the Exchange twelve shall be a quorum, but a smaller number will have power to adjourn.

SEC. 5. All motions shall be made in writing, and seconded.

SEC. 6. No debate shall be allowed except on a motion regularly before the Chair.

SEC. 7. The previous question, when moved, must be seconded by at least three members.

SEC. 8. At Special Meetings, the subject for which it is called shall take precedence of all others.

SEC. 9. The order of business, when not changed by order of the President, to be observed at all meetings, shall be the following :—

1st. Reading of Minutes of preceding meeting.

2nd. Reports of the Secretary and Treasurer.

3rd. Reports of Standing Committees.

4th. Reports of Special Committees.

5th. Notices of Motion.

6th. Unfinished Business.

7th. General Business.

8th. Election of Officers.

9th. Election of Members.

No proxy votes shall be allowed.

SEC. 10. The President shall have the right to vote as a member, and he shall give a casting vote on all cases of equality of votes upon any resolution or election.

SEC. 11. By motion regularly carried, any resolution or proposed action may be voted upon by ballot, and on any matter allowed to go to open vote, two members shall be entitled to call for the yeas and nays.

RELATING TO ELECTIONS.

By-Law 12.

SEC. 1. At the Annual Meeting of the Exchange there shall be elected by ballot a President, Vice-President, Treasurer and Secretary, and eleven other members, who with the President, Vice-President, Treasurer and Secretary shall form the Council. The President, Vice-President, Treasurer and Secretary shall be elected by separate ballots and by a majority vote in each case, and the remaining members of the Council shall be elected by a general ballot and by a plurality of all the votes cast.

SEC. 2. At the Annual Meeting there shall also be elected, in each case by a general ballot and by a plurality of all votes cast, a Committee of Arbitration and a Committee of Appeals, each consisting of 7 members, but no person shall be eligible for election to both boards ; provided, that should a member elected to either board absent himself from any three successive meetings thereof (without giving a satisfactory reason therefor to the other members of such board) he shall, by such action, vacate his membership on such committee, and the remaining members shall forthwith elect a member to fill the vacancy.

RESPECTING ARBITRATIONS

By-Law 13.

SEC. 1. All questions of disputes or misunderstandings which may arise between members of the Exchange may be submitted for settlement to the Committee of Arbitrators, at the request of one or both parties made in writing, addressed to the Secretary of the Exchange, such written request to be accompanied by a deposit of not less than \$14 which shall be forfeited to the Arbitrators appointed in such case, if, after both parties to the dispute have agreed to arbitrate, the litigant requesting the services of the Arbitrators neglects or refuses to go on with the hearing of the case.

SEC. 2. An equal number of Arbitrators shall be nominated by the several parties in a dispute, and the said parties may either agree to empower the Arbitrators named by them to call in the assistance of an Umpire in the event of a tie, or agree upon an Umpire themselves before the case is considered. Parties in a dispute desirous of having Arbitrators named by others, must assume the nominations of such as their own.

SEC 3. Parties in dispute availing themselves of the arbitration powers granted by the Exchange Agreement must communicate with the Secretary, sign the act of submission in due form before him, therein name the Arbitrators, and insert a clear statement of the case.

SEC 4. Should either party in the dispute refuse to submit to arbitration, the case shall be referred in writing to the Council of the Exchange, by the party deeming himself aggrieved, who shall

produce evidence to the satisfaction of such Council, that he has just grounds for complaint, when the Council shall require both parties to submit their difficulty or misunderstanding to the Committee of Arbitrators. If, after such decision has been given by the Council, the defendant in such case shall still continue to refuse to submit his case to the Committee of Arbitrators for their decision, such determination on his or their part, shall be considered a flagrant breach of the By-Laws of this Exchange, and shall be deemed sufficient grounds for suspension or expulsion from the Exchange: Provided always that such expulsion shall be decided on after the decision of the Council shall have been submitted to a general meeting of the Exchange and the same agreed to by a two-thirds vote of all the members present—due notice having been first given to the party or parties that such meeting will be held, when an opportunity will be given them of being heard.

SEC. 5. The fees for Arbitration or Appeal under the sanction of the Exchange shall be as follows :

For each award under	\$500.....	\$12 00
“ “ “ “	\$500 to 1,000.....	15 00
“ “ “ “	1,000 to 1,500.....	18 00
“ “ “ “	1,500 to 2,500.....	25 00
“ “ “ “	2,500 to 5,000.....	50 00
“ “ “ “	5,000 and upwards ..	50 00

The word award to mean the difference or balance in dispute.

These fees shall be paid to the Secretary for the benefit of the members sitting as Arbitrators or as a Committee of Appeal, and in addition, the Secretary shall be entitled to \$2 for each case submitted.

For matters not involving pecuniary transactions, the fees to be charged in proportion to the time and trouble, and referred, if objected to, to the Council, and on cause being shown to the satisfaction of the Council, the fees of the Arbitrators or Committee of Appeal may be increased or decreased as may seem to them just and reasonable.

SEC. 6. All oral evidence in cases submitted to the Arbitrators shall, at the request of one or both of the parties to the dispute or

the Arbitrators, be taken and recorded by a competent stenographer who shall be sworn to faithfully record the same. The cost of such stenographer's services shall be levied according to the decision of the Arbitrators.

SEC. 7. The award or finding of a majority of either the Arbitrators (or of the Committee on Appeals) present, and trying the case, shall be valid and binding.

SEC. 8. Any award or finding of the Arbitrators may be appealed from (except where both litigants have waived the right by stating the fact in the act of submission), and the case carried to the Committee on Appeals for revision ; Provided, that notice of such appeal shall be given to the Secretary, in writing within five business days after such award or finding shall have been delivered to the parties in controversy.

SEC. 9. The Committees of Arbitrators and Appeals shall each render their awards or findings in writing, which shall be signed by the members of the Committee determining the same, and certified copies of the same shall be furnished by the Secretary, or his deputy, to the parties in controversy in each case, on receipt of the fees payable.

SEC. 10. The official records and decisions of the Committees may, after copies have been forwarded to the parties in controversy, be inspected by any member of the Association upon application to the Secretary.

SEC. 11. When an award or finding of the Committee of Arbitration shall be appealed from, the official record of the trial, including all the oral and documentary evidence, with the decision of the Committee of Arbitration, and the dissenting opinion (if any) of the minority of the Committee, shall be handed to the Committee of Appeals, and argument held thereon by the said Committee, but no new witnesses shall be examined nor any new testimony of any kind be introduced before the Committee of Appeals except as provided for in Sec. 13 of this By-law.

SEC. 12. The Committee of Appeals may confirm, modify, or reverse the awards or findings of the Committee of Arbitration, and its

awards or findings shall be final and binding, and shall not be set aside or revised by any other tribunal of the Association.

SEC. 13. The Committee of Appeals shall, however, before its decision, receive, under oath, such new evidence as may be offered, and if, in its judgment, evidence is produced which will justify a rehearing of the case by the Committee of Arbitration, it shall remand the case to the said Committee of Arbitration for a new trial.

SEC. 14. Any final award or finding of the Committee of Appeals shall be based on the record of the Committee of Arbitration and shall be rendered in the same manner as the awards of the Committee of Arbitration.

SEC. 15. In cases of arbitration or appeal no party shall be allowed representation by professional counsel.

PUBLICATION OF STATISTICS, ETC.

By-Law 14.

SEC. 1. No Member, without permission of the Council shall publish, or report for publication, quotations of foreign or domestic markets, statistics, or other data, officially secured or compiled by the Exchange

WITHDRAWAL OF MEMBERS.

By Law 15.

Any Member or Associate Member, who may wish to withdraw from the Association, shall give notice thereof in writing attached to his certificate of membership to the Secretary (which notice shall be posted in the Exchange for fourteen days after its reception by the Secretary), but his wish shall not be acceded to if any charges are pending against him after such posting, or until he shall have paid his subscription to the expiration of the year in which the application to withdraw shall have been made, and upon such withdrawal his certificate of membership shall be cancelled, and he shall forfeit all rights, benefits and privileges in the said Association.

ASSOCIATE MEMBERS.

By-law 16.

SEC. 1. Any person who is not a resident of the city of Winnipeg or who has not a place of business in the said city may become an

Associate Member of the Association ; provided that a person who is a member of the firm carrying on business within the city of Winnipeg, but is not a resident of the said city and whose place of residence is distant at least ten miles from the boundaries of the said city, shall be eligible to be elected as an Associate Member.

SEC. 2. Every Associate member shall be proposed and elected in the same manner as hereinbefore provided in regard to a member of the said Association. Every Associate Member shall pay an entrance fee of \$25, he shall also pay an annual contribution or fee of \$10, payable on or before the 1st day of January in each year. Any Associate Member admitted, as such, after the 1st day of January and prior to the 1st day of July, shall pay the full amount of the annual fee of \$10 for that fiscal year, and if admitted after the 1st day of July shall pay \$5 for the current fiscal year. Such fees shall be deposited with the Secretary of said Association prior to the election of any Associate Member, and if he shall not be elected the same shall be returned to him.

SEC. 3. Every Associate Member shall be bound by, subject to and entitled to the benefits of all rules, regulations and by-laws of the said Association enacted for the proper government and efficient management thereof, but shall have no right to vote nor to participate in the property of the said Association.

SEC. 4. Every Associate Member shall be entitled to receive a Certificate of his membership bearing the Corporate Seal of the Association and the signature of the President and Secretary, but the same shall not be transferable.

SEC. 5. In all rules, regulations or By-laws of the said Association for the censure, suspension expulsion or withdrawal of members and respecting arbitrations, publications of statistics &c., the word "Member" shall include Associate Member.

SEC. 6. Any Associate Member becoming a resident within ten miles of the boundaries of the said city of Winnipeg, shall, during such residence, forfeit all rights and privileges as such, but shall not in any way be released from any liabilities under the By-laws, rules and regulations of this Exchange.

SEC. 7. Any Associate Member may at any time become a member of the said Association upon complying with all rules, regulations and by-laws for the proposal and election of a member of the said Association, and on payment of the difference between the admission fees already paid by him and the admission fees of a member current at the time of such application for membership.

AMENDMENTS.

By-Law 17.

SEC. 1. The "By-laws," "Rules relating to the sale of Flour and Grain for future delivery," "Rules and Regulations for the Government of the Call Board," and "Definitions of terms in use in buying and selling Grain, Flour and Produce and Provisions in this Market," of this Association may be altered or amended at any general meeting of the Exchange, on notice to that effect having been given at a previous general meeting held not less than three days previously; notice of such proposed changes or amendments to be mailed to each member of the Association at least two days previous to the meeting at which they are to be voted on.



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ANNUAL REPORT

—OF THE—

Winnipeg

Grain and Produce Exchange

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Presented to the Annual Meeting Held
January 8th, 1896.

WINNIPEG:
Commercial Printing Co.
1896.

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WINNIPEG

Grain and Produce Exchange.

Past Presidents :

COL. D. H. McMILLAN, 1887-8.

SAMUEL SPINK, 1889.	N. BAWLF, 1890.
F. W. THOMPSON, 1891.	J. A. MITCHELL, 1892.
ARTHUR ATKINSON, 1893.	S. A. MCGAW, 1894.
G. R. CROWE. 1895.	

1896.

President :	Vice-President :
STEPHEN NAIRN.	JOS. HARRIS.

Secretary-Treasurer :

CHAS. N. BELL.

Council :

G. R. CROWE.	S. A. MCGAW.	A. McBEAN.
R. D. MARTIN.	F. W. THOMPSON.	N. BAWLF.
W. W. McMILLAN.	Wm. MARTIN.	S. SPINK.
ROBT. MUIR.	S. W. FARRELL.	

Committee of Arbitration :

N. BAWLF.	S. A. MCGAW	J. A. MITCHELL.
JOS. HARRIS.	G. R. CROWE.	R. D. MARTIN.
	A. McBEAN.	

Committee on Appeals :

S. SPINK.	F. W. THOMPSON.	S. P. CLARK.
R. MUIR.	R. P. ROBLIN.	D. H. McMILLAN.
	A. CAVANAGH.	

Call Board Committee :

S. W. FARRELL, (Chairman).	JOS. HARRIS.	S. SPINK.
A. CAVANAGH.	A. McBEAN.	

LIST OF MEMBERS.

8TH JANUARY, 1896

NAME.	RESIDENCE.
Allan, W. R.....	City.
Armitage, F. W.....	"
Atkinson, Arthur.....	"
Austin, A. W.....	Toronto.
Baird, John.....	City.
Bathgate, R. D.....	"
Bawlf, N.....	"
Bawlf, D.....	"
Bawlf, W. J.....	"
Beech, Wm.....	"
Bell, C. N.....	"
Bell, W. R.....	Indian Head, N. W. T.
Blackadar, Wm.....	City.
Black. W. A.....	"
Boston, Graham.....	"
Braithwaite, Chas.....	Portage la Prairie.
Bready, T. T. W.....	City.
Brigham, I. R.....	Moosomin, N. W. T.
Brydges, C. J. (Estate of).....	City.
Buchanan, D. W.....	"
Buchanan, F. W. (Estate of).....	"
Burns, R.....	"
Campbell, G. H.....	City.
Cass, E.....	"
Cavanagh, A.....	"
Clark, S. P.....	"
Cleveland, N.....	Morden.
Craig, Geo.....	City.
Crowe, H.....	New York.
Crowe, G. R.....	City.
Cummins, S. S.....	"
Curry, D. S.....	"

NAME.	RESIDENCE.
Drewry, E. L.....	City.
Egan, E. C.....	"
Egan, Pat.....	"
Ennis, R. C.....	Neepawa.
Farrell, S. W.....	City.
Galt, George F.....	"
Gibbins, W. T.....	"
Gill, Thomas.....	"
Gordon, J. T.....	"
Hall, C. E.....	Alexander, Man.
Harris, Jos.....	City.
Harvey, J. G.....	"
Hastings, W. A.....	Montreal.
Hastings, George V.....	Keewatin.
Hoare, J. H.....	City.
Horn, David.....	"
Lindsay, W. J.....	Brandon.
Mackenzie, K.....	City.
Martin, Wm.....	"
Martin, R. D.....	"
Maulson, G. J.....	"
McBean, A.....	"
McBean, D. G.....	"
McCulloch, Geo.....	Souris.
McGaw, S. A.....	City.
McGregor, Neil J.....	"
McKenzie, F. B.....	Brandon.
McLellan, J. K.....	City.
McMillan, D. H.....	"
McMillan, W. W.....	"
Mann, J. E.....	Souris.
Mann, D. D.....	Montreal.
Metcalfe, H. D.....	Toronto.
Mitchell, James A.....	City.
Mitchell, H. B.....	Selkirk, Man.
Montgomery, T. J.....	St. Paul, Minn.

NAME.	RESIDENCE.
Morgan, J. G.....	City.
Muir, Robert.....	"
Nairn, S.....	"
Nichol, Thomas..	Wawanesa Man.
Ogilvie, Shirley.....	City.
Olafson, G.....	"
Patterson, H. S.....	Portage la Prairie.
Phillips, F.....	"
Rice, Gerald S.....	Regina.
Roblin, R. P.....	City.
Rokeby, R. T.....	New York.
Rorison, R. D.	City.
Ross, I. M.....	"
Simpson, F. G.....	"
Spink, Samuel.....	"
Sprague, D. E.....	"
Steel, C. H.....	"
Steen, James E.....	"
Stephenson, John A.....	Duluth.
Stewart, R.....	City.
Stimpson, A. W. H.....	"
Stott, George.....	"
Stuart, A. P.....	Deloraine, Man.
Thompson, F. W.....	City.
Thomson, Geo. A.....	Montreal.
Thomson, E	City.
Urquhart, W. M.....	"
Vass, Albert.....	"
Walker, W. A.....	"
Watson, W. W.....	"
Whitla, R. J.....	"

President's Address.

WINNIPEG, JANUARY 8TH, 1896.

To the Members of the Exchange :

GENTLEMEN :—

Following the custom of my predecessors at the annual meeting of this Exchange, I will briefly offer a few suggestions concerning matters of interest to the Exchange.

THE CROP.

Last year, the retiring President, Mr. McGaw, in his address, commented on the importance of the crop in Manitoba and North-West Territories, in its influence on trade, not only in the North-West, but also in Eastern Canada, and in speaking of the crop of 1894, said, "It was by far the largest ever produced in the Province of Manitoba." It is most gratifying to be able to say that the crop of 1894 was small when compared with that of 1895, figures representing which, are familiar to you, and are fully and reliably given in the last Bulletin issued by the Department of Agriculture in Winnipeg ; the aggregate yields of all the grains being about double the quantity in 1894. Unfortunately for the producer, the prices of all grain of this year's crop, have been very low, the causes for which are beyond my ability to explain, unless it might be in a well worn phrase, "that the supply is greater than the demand." It may not be out of place, however, to say, that one of the causes of the low prices prevailing in Manitoba, was the higher freights east of Fort William during the season just closed, the cost for transporting a bushel of wheat from Fort William to the seaboard, being from five to six cents in excess of the cost for

freighting the same quantity in the fall of 1894. The cause of the higher freight rates was the phenomenal activity in the iron trade throughout the United States, the movement of iron ore during 1895 being far in excess of any previous year, and which, in consequence, brought into service all the available lake tonnage.

ALL-RAIL RATES.

In November, a Committee was appointed to wait on the General Freight Agent of the Canadian Pacific Pailway, to press upon the attention of the railway authorities, the importance of a reduction of all-rail rates on grain. The deputation was kindly received by Mr. Kerr, and the representations made by the Committee, were placed before the proper authorities, and as you are well aware a substantial reduction was made on grain to the seaboard "for export." It is a matter of regret, that, notwithstanding this very considerable reduction, the cost of transportation to Atlantic ports by the "all rail" route, is too great to permit of any volume of business being done. The Committee further pressed for a reduction of freight on coarse grains to Eastern Canada. Up to the present time no reduction has been made, but it is most earnestly hoped that the Railway Co. will recognise the necessity of such action, which is rendered doubly urgent on account of the extremely low price of these grains and the necessity of securing a market for the exportable surplus before the return of hot weather. The whole subject of transportation is vital to the interests of this country and should command the most careful and constant attention of the Exchange.

STANDARDS BOARD.

During the year, there was considerable discussion relative to the method of selecting standards and also to the characteristic qualities of the several grades of Manitoba wheat; and while the Standards Board was in session in September last, a joint meeting of the Exchange and the Board was held, at which Mr. Miall, Commissioner of Inland Revenue, was present,

and the whole subject was dicussed at considerable length. Subsequently, a meeting of the Exchange was held on the 30th Sept. at which meeting, resolutions of the Exchange were passed. I am of the opinion, that these resolutions if followed, are of such a nature as to maintain the high reputation of Manitoba wheat in the markets of the world, and also secure the best possible price to the producer. It is well known, that in the United Kingdom, our wheat is brought into competition with wheat of a similar character, grown in Dakota and Minnesota. Statements had been freely made both publicly and privately, that the methods adopted by Manitoba grain dealers in making their shipments, were of such a nature, that Manitoba wheat was not being placed on the English Markets in such a way as to compare favorably with Duluth wheat, and that in consequence, it was being sold at "from one to three cents per bushel less than Duluth grades. These statements had been stoutly denied by Manitoba dealers, but the most complete contradiction is that furnished by actual transactions, made during the summer and fall of 1895, in the United Kingdom, as recorded in Beerbohm's Corn Trade List, published in London, showing that the English buyers had given the sellers the option of delivering either Duluth or Manitoba wheat of the same grade at the same price.

With reference to the method of preparing standards for the guidance of Inspectors, it has been clearly evident, that the samples collected from the several districts throughout the country, are not a true representation of the crop; and although the greatest care has been exercised by the Inspector at Winnipeg, Mr. Horn, under the direction of the Standards Board, in arranging for these samples, it would seem that the natural desire of gathering the best qualities in order to compare favorably with other districts, has been given too much prominence in the selections made. It may be, that the date chosen for fixing these standards, has been too early; and that sufficient threshing has not been done to ensure a fair selection of samples. In this connection, I would express the hope that the Department

at Ottawa will abolish the present cumbrous and expensive Standards Board and either instruct inspectors to perform their work according to the Statute, or appoint the inspectors a commission to select proper standards. In any event, the Board should be composed of men residing at, and west of Port Arthur.

SMUT.

The Exchange a year or two ago, had circulars prepared and distributed, regarding the prevention of smut, and there is no doubt that much good was done thereby; but the prevalence of smut in the crop of 1895 calls for further action on the part of this Exchange, and the Council for 1896 should give this matter early attention. I would suggest that it would be wise to call the attention of farmers to the necessity of a more thorough treatment of the seed, and also to closely scrutinize the quality of the bluestone before purchasing.

TRADE TERMS.

It is well understood, that freedom from disputes and misunderstandings between members of the Exchange, is the result of a knowledge of, and compliance with the many terms of trade as provided by the resolutions of the exchange. These regulations in my opinion, require revision, and should receive early and careful consideration at the hands of the in coming Council. The necessity for such action was brought to my notice quite recently. It might be well also, to take steps for the adoption of some plan with other Exchanges in Canada and the United States, whereby the provisions of arbitration in such Exchanges, would be made available to members of this Exchange.

THE INTERESTS OF THE EXCHANGE.

It may not be out of place to suggest as a subject for early consideration, the matter of adopting some new feature in connection with the affairs of the Exchange that would tend to

promote a more active interest therein on the part of the members. For some time past, the principal work of the Exchange has been the settlement of differences and disputes between members, and discussions and concerted action, on questions of more or less importance, that presented themselves from time to time. There might easily be an improvement in this direction and the value of the membership considerably enhanced. I might say, that the attention of the Council of 1895, was lately directed to the growth of the dairy product, and it has solicited a conference of persons interested in the manufacture and sale of dairy produce, with the object of bringing the trade in this product under the rules and regulations of this Exchange.

With reference to the finances of this Exchange, it is gratifying to note the Treasurer's statement shows an improvement in comparison with previous years in the relation of expense to revenue.

In retiring from the President's chair, I desire to congratulate the members, on the spirit of good will and harmony that exists between the members, and also to thank you for the kindness and consideration that I have received at your hands during the past year and also to wish you a happy and prosperous New Year.

G. R. CROWE,
President.

Report of Council.

WINNIPEG, JANUARY 8th, 1896.

*To the Members of the
Winnipeg Grain and Produce Exchange.*

GENTLEMEN,--

Your Council beg to present their Eighth Annual Report.

CALL BOARD.

Immediately after the last Annual Meeting, the Council elected Messrs S. W. Farrell, Wm. Blackadar, S. Spink, A. Cavanagh and W. T. Gibbins as the Call Board Committee.

CARRIAGE OF SEED GRAIN.

The matter of reduced rates on seed grain to be transported from one locality to another in Manitoba was again taken up by your Council with the Canadian Pacific Railway Company in January last, with the result that a half rate was secured. Several hundred samples of seed grain for railway agents were prepared by Inspector Horn, for distribution, and the Provincial Department of Agriculture paid back to the Exchange the amount expended for the bags and seed required. A great many farmers in Manitoba and the North-West Territories have written the Exchange for seed grain, being under the impression, apparently, that this body, as an Association, deals in grain. This caused a good deal of correspondence.

DEPARTMENT OF AGRICULTURE OF UNITED STATES.

Early in the past year the Exchange received an official request from the statistician of the United States Department of Agriculture to supply them regularly with quotations of the prices of agricultural products in Manitoba. The prices of wheat are, at regular intervals, forwarded to the Department, and in return, the Exchange receives all issues of the crop reports and statistical information issued by that Department.

INSURANCE TAX.

A committee of the Council was appointed to endeavour to secure the abolition of a tax of 5 cents per \$100 of insurance placed with companies doing business in Winnipeg and represented on the Board of Underwriters here, which tax was avowedly imposed to recoup the companies for a business tax imposed by the Manitoba Legislature. While this 5 cent tax has been imposed nominally for nearly a year it is satisfactory to know that the Board of Underwriters recently announced that the charge would no longer appear on the face of their bills.

SCoured WHEAT.

In September last at a general meeting of the Exchange, the following resolution was passed :

“That it is the opinion of this meeting that if scoured wheat is allowed to be mixed at interior points, west of Lake Superior, in the grades of Nos. one, two and three Hard; and Nos. one and two Northern, this Exchange would request the government to take the necessary steps to have any car loads containing scoured wheat unloaded into special bins at Fort William, and the grain deposited entirely separate from other graded wheat in public bins.”

STANDARDS BOARD.

At a general meeting of the Exchange held in September last, soon after the Western Standards Board had selected standard samples the following resolution was unanimously passed:

“That in the opinion of this Exchange the Standards Board as at present constituted, is altogether too cumbersome, and the Exchange recommends to the Dominion Government that the grain inspectors at Fort William and Winnipeg, and the chairman of the Western Board of Examiners and Arbitrators be constituted a permanent board, to select such standards as the department may deem necessary.”

The Commissioner of Inland Revenue, Mr. E. Miall, was present at the meeting of the Standards Board, and had ample opportunities for witnessing the working of this body. The Council trust that the recommendation, as above outlined, will be accepted by the Government and a change effected before the standards for the next crop are required. At the same meeting the following resolution was passed :

“That the standards as made by the last Standards Board, other than commercial grades—3 hard and frosted—be rejected, and that the inspectors be instructed to grade according to the wording of the Act; and that this recommendation be forwarded to the Department of Inland Revenue.”

No action has been taken by the Department.

LIST OF ELEVATORS.

The Council would recommend that a list of all the elevators and grain warehouses in Manitoba and the Territories be published with the annual report of this year. No publication has been made in the reports for two years, and many requests are made for this useful information.

ALL RAIL GRAIN RATES.

The Exchange took up the matter of the freight rates on wheat and coarse grains consigned all rail to Eastern Canada and for export by Atlantic ports, decided that unless a reduction was made in the rates in effect last season, it would be virtually impossible to make any all rail shipments this year. Representations were made to the Canadian Pacific Railway authorities here on the 14th Nov., and a week later an answer was returned that it had been decided to grant a reduction in

the all rail rate to the Atlantic seaboard of about five cents per one hundred pounds. No reduction, however, has yet been made on wheat or coarse grains to Eastern Canadian points.

ARBITRATIONS.

A small number of cases of disputes between members, were, during the past year, submitted for settlement to the Arbitration Board. It is, however, noticeable that owing to the decisions given by Arbitrators in past years establishing recognized precedents, and the better understanding of trade terms prevailing in this province, fewer cases of dispute require to be arbitrated on. No better testimony than this could be given of the salutary and useful influence exercised by the Exchange in all matters connected with the conduct of the immense grain business now carried on in Manitoba. The necessity for action on the part of the Exchange in deciding on a better definition of some trade terms in use, still exists.

EXPORT GRAIN.

The Exchange was requested by the railway companies to designate the grades of grain to be exported via New York, and while last season but three grades of Manitoba grain would be received by the eastern trunk lines centering in New York, after correspondence through the Canadian Pacific Railway, the Exchange was, for this crop, allowed to name the following: Nos. 1, 2 and 3 Manitoba Hard wheat; No. 1 Manitoba Northern wheat; Nos. 1 and 2 frosted wheat; No. 2 white oats and No. 2 mixed oats.

OFFICIAL WEIGHER.

In September, the Exchange petitioned the Department of Inland Revenue to appoint an official weigher under Act 54-55 Vic. Cap. 47, and recommended that the grain Inspector be named as the official weigher, as requests had already been made to the Exchange to take action to have the necessary legal machinery put in force to enable shippers and dealers at

Winnipeg and Emerson to secure official certificates of weight.

Mr. David Horn, Grain Inspector for the Winnipeg Inspection Division, has since been notified of his appointment as official weigher and the Department has approved of the weighing regulations adopted by the Winnipeg Board of Trade as required by the terms of the Act. The Order in Council passed 13th December, 1895, is herewith given :

REGULATIONS.

1. Every person appointed as official weigher under the provisions of the said Act, shall have sole control of the scales and weights at any Elevator for which he is authorized to act, and may require the scales and weights to be tested and inspected whenever he may have reason to doubt their accuracy.

2. He may appoint such assistant weigher, subject to confirmation by the Department of Inland Revenue, as may be required, for whose official acts he shall be responsible as if done by himself.

3. On every car load he is required to weigh he may collect a fee of twenty-five cents.

4. He shall be subject to the same penalties in respect of incorrect weighing as are imposed upon inspectors of grain under the Inspection Act.

5. Before entering upon his duties as official weigher he shall give such bonds for the proper performance of his duties and those of his assistants as may be required by the Department of Inland Revenue.

6. He shall before entering upon his duties take before a Notary or Justice of the Peace the following oath, viz.:—

Isolemnly swear that I will faithfully, truly and honestly to the best of my skill and understanding execute the office and perform the duties of official weigher and that I will not, directly or indirectly or by means of any other person or persons on my behalf receive any fee, reward or gratuity whatever (except such as are allowed

me by law) by reason of any function of my office as official weigher.

For each weighing he shall issue a certificate in the following form (described), or such other form as may from time to time be prescribed by the Department of Inland Revenue.

INSPECTION FEES.

On the 30th September, the Exchange petitioned the Dominion Government to reduce the inspection fee on car loads of Manitoba grain from sixty cents, (the fee which has prevailed since the inspection system came into force in Manitoba) to forty cents. Shortly after it was learned that an Order in Council had been passed on the 25th September, fixing the fee at sixty cents. The Exchange again communicated with the Government as follows :

Whereas this Exchange, representing the handlers of 95 per cent of the wheat crop of Manitoba on the 30th September last, after full consideration of the subject, passed the following resolution :

“That it is the opinion of this Exchange that the inspection fee on cars of grain grown west of Lake Superior should not exceed forty cents per carload for the crop of 1895, and that such fee should be retained in whole by the inspector of such grain, and further, that it would not be advisable that the inspectors of grain be placed on stated salaries unless the Dominion Government assume full responsibility for all inspection ;

And whereas, it has been learned that the Government, before receiving a copy of the above resolution, passed an Order in Council fixing the inspection fee on carloads at 60 cents ;

And whereas, the members of this Exchange have to pay such fee on fully 95 per cent of the grain sent out of Manitoba ;

And whereas, the action of the Government in placing such fee at 60 cents for this crop and requiring inspectors to transmit to the department all moneys received over an amount stated in the Order in Council will result in the Government directly receiving a very large sum of money from a tax which is opposed to the whole spirit of the Inspection Act and a great injustice to the grain trade and producers of Manitoba ;

Therefore, be it resolved, that this Exchange respectfully, but most strenuously urge on the Government to fix the car inspection fee at not exceeding 40 cents.

Be it further resolved, that the government be strongly urged to take immediate action in making such reduction, as the crop is moving rapidly, and the high fee is an oppressive tax on legitimate trade."

Members of the Exchange, and others, resident at various points in the province also urged the same views on the Department at Ottawa. The result was that on the 30th October, the Order in Council was amended to read as follows:

"The fee for inspection shall be 40c. per car, when inspected on the rail, and 50c. per 1000 bushels when inspected on vessels. The inspectors at points where there are terminal elevators shall render monthly accounts of their receipts and expenditures, to the Department of Inland Revenue, and their net emoluments from the fees of their office after deducting the salaries of their deputies, wages of hired assistance and necessary office expenses, and any sums which they may be called upon to pay on account of any surveys that may be held in respect of their inspection and shall not exceed four thousand dollars per annum, and all sums collected by them in excess of such four thousand dollars in any fiscal year shall be deposited by such Inspectors to the credit of the Honorable the Receiver Revenue Fund, and shall thereafter be available for the purposes of the General Inspection Act, in such manner as His Excellency in Council may direct."

CHANGES IN THE INSPECTION ACT.

Under an Order in Council dated 13th October, 1895, several changes were made in the official classification of wheat and other grain by the Government at Ottawa. Clearer definition has been given to the provisions applying to the duties of the Inspectors in certain cases, and the Council recommend that the amended schedule of grades and provisions as to Inspectors grading be published as an appendix to the annual report.

G. R. CROWE,
President.

CHAS. N. BELL,
Secretary.

Grain Classification.

Extracts from the classification of wheat and other grain established by an Order of His Excellency the Governor General in Council, dated the 14th October, 1895.

SPRING WHEAT.

No. 1. Manitoba hard wheat shall consist wholly of wheat grown in Manitoba and the North-West Territories of Canada, and shall be sound and well cleaned, weighing not less than sixty pounds to the bushel, and shall be composed of at least two-thirds of hard red Fyfe wheat. No wheat which has been subjected to scouring or brushing for the removal of smut or other fungoid growth, shall be included in this grade.

No. 2 Manitoba hard wheat shall consist wholly of wheat grown in Manitoba or the North-West Territories of Canada, and shall be sound and reasonably clean, weighing not less than fifty-eight pounds to the bushel, and shall be composed of at least two-thirds of hard red Fyfe wheat.

No. 1 hard white Fyfe wheat shall consist wholly of wheat grown in Manitoba or the North-West Territories of Canada, and shall be sound and well cleaned, weighing not less than sixty pounds to the bushel, and shall be composed of not less than sixty per cent of hard white Fyfe wheat and shall not contain more than 25 per cent of soft wheat.

No. 1 Manitoba northern wheat shall consist wholly of wheat grown in Manitoba or the North-West Territories of Canada, and shall be sound and well cleaned, weighing not less than sixty pounds to the bushel, and shall be composed of at least fifty per cent of hard red Fyfe wheat.

No. 2 Manitoba northern wheat shall consist wholly of wheat grown in Manitoba and the North-West Territories of Canada, and shall be sound and reasonably clean, of good milling qualities, and fit for warehousing, weighing not less than fifty-eight pounds to the bushel, and shall be composed of at least fifty per cent of hard red Fyfe wheat.

No. 1 spring wheat shall be sound and well cleaned, weighing not less than sixty pounds to the bushel.

No. 2 spring wheat shall be sound and reasonably clean, weighing not less than fifty-eight pounds to the bushel.

No. 3 spring wheat shall comprise all wheat fit for warehousing, not good enough to be graded as No. 2, weighing not less than fifty-six pounds to the bushel.

Rejected spring wheat shall comprise all wheat fit for warehousing, but too low in weight or otherwise unfit to be graded as No. 3.

All good wheat that is slightly damp shall be reported and entered on the inspector's books as "no grade," with the inspector's notations as to quality and condition.

All wheat that is in a heated condition or too damp to be considered safe for warehousing, or that has any considerable admixture of foreign grain or seed, or is badly bin-burnt, whatsoever grade it might otherwise be, shall be reported and entered on the inspector's books as "condemned," with the inspector's notations as to the quality and condition.

Any material admixture of "rice wheat," otherwise known as "goose" or "California" wheat, or of red chaff wheat with other descriptions of wheat, shall exclude the parcel from inspection.

All wheat shall be weighed, and the weight per bushel entered on the inspection book.

OATS.

No. 1 oats shall be sound, plump, clean and free from other grain;

No. 2 oats shall be sound, reasonably clean, and reasonably free from other grain;

No. 3 oats shall be sound but not clean enough to be graded as No. 2;

Rejected oats shall include such as are damp, unsound, dirty, or from any other cause unfit to be graded as No. 2.

BARLEY.

No. 1 barley shall be plump, bright, sound, clean and free from other grain;

No. 2 barley shall be reasonably clean and sound, but not bright and plump enough to be graded as No. 1, and shall be reasonably free from other grain, and weigh not less than forty-eight pounds to the bushel.

No. 3 extra barley shall be in all respects the same as No. 2 barley, except in color, weight not less than forty-seven pounds to the bushel ;

No. 3 barley shall include shrunken or otherwise slightly damaged barley, weighing not less than forty-five pounds to the bushel ;

No. 4 barley shall include all barley equal to No. 3, weighing less than forty-five pounds to the bushel ;

All barley which is damp, musty or from any cause badly damaged or largely mixed with other grain, shall be graded as "rejected."

PROVISIONS AS TO ALL GRAINS.

In the inspection of grain, inspectors are to be governed in their inspection of the foregoing classification by the standard samples selected by the Board appointed for that purpose. If, however, they are called upon to grade any wheat, which, as to weight, is not equal to the weight of such standard sample, they are not, if they deem it otherwise equal to the standard sample, to reduce the grade, provided the weight is equal to that required by the legal definition hereinbefore given.

Neither shall the inspectors decline to grade any wheat, other than No. 1 Manitoba hard, because it differs in its constituent parts from the standard sample, provided it is, in respect of soundness, cleanliness and the proportion of hard wheat contained therein, and its general milling qualities equal to the standard placed in their hands for their governance.

Nor shall the restrictions mentioned in grade one as to scoured or brushed wheat apply to any of the other grades fixed hereby.

No grain that is warm or in a heating condition shall be graded.

No grain that has been subjected to treatment by use of lime or sulphur shall be graded higher than No. 3.

All inspectors shall make their reasons for grading grain, when necessary, fully known by notation, on their books.

Samples furnished to inspectors shall be made to conform as strictly as possible to the conditions and terms specified in foregoing classification.

Manitoba's Grain Export.

WHEAT.

(INCLUDING FLOUR.)

Crop (1886).....	4,000,000 bushels.
" (1887).....	10,500,000 "
" (1888).....	4,000,000 "
" (1889).....	4,500,000 "
" (1890).....	11,500,000 "
" (1891).....	14,000,000 "
" (1892).....	14,000,000 "
" (1893).....	12,000,090 "
" (1894).....	15,000,000 "
" (1895) (estimated).....	28,000,000 "

PERCENTAGE OF GRADES AS PER WINNIPEG INSPECTION.

[illegible]

WHEAT INSPECTED AT WINNIPEG.

Crop (1886).....	1,362,600 bushels.
" (1887).....	3,878,600 "
" (1888).....	2,183,350 "
" (1889).....	2,207,400 "
" (1890).....	6,630,000 "
" (1891).....	8,691,800 "
" (1892).....	7,228,650 ..
" (1893).....	4,811,300 "
" (1894).....	5,375,500 "

Balance of wheat went out as flour or was inspected at Fort William.

CROP, 1895.

Return for six months, ending 31st December, 1895, of the inspection at Winnipeg.

	1892	1893	1894	1895	
No. 1 Hard.....	8	53	76	31	per cent.
No. 2 Hard.....	36	26	3	15	"
No. 1 and 2 Northern.....	10	6	8	7	"
Other grades	46	15	13	47	"
	<u>100</u>	<u>100</u>	<u>100</u>	<u>100</u>	"

Quantity inspected of 1895 crop prior to 31st December, 1895, at Winnipeg 5,283,850 bushels.

Grain Storage Capacity.

(Including Port Arthur, Fort William, Keewatin and points in Manitoba and the Territories.)

ON, OR ADJACENT TO, LINES OF RAIL.

1891.....	7,628,000 bushels.
1892.....	10,366,800 "
1893.....	11,467,100 "
1894.....	11,817,100 "
1895.....	12,000,000 "
1896.....	13,873,600 "

Note.—Warehouses other than elevators marked "W."

C. P. RY. MAIN LINE.

STATION.	OWNER OR LESSEE.	CAPACITY BUSHELS
PORT ARTHUR.....	Canadian Pacific Railway Co.	315,000
".....	Marks, T. & Co.....	w 150,000
FORT WILLIAM.....	Canadian Pacific Railway Co. A	1,250,000
".....	".....	B 1,250,000
".....	".....	C 1,500,000
KEEWATIN.....	Lake of the Woods Milling Co.	650,000
WINNIPEG.....	Ogilvie Milling Co.....	320,000
".....	Northern Elevator Co.....	140,000
POPLAR POINT.....	Francis, B.....	8,000
HIGH BUCKF.....	Dilworth, J.....	27,000
".....	Ogilvie Milling Co.....	20,000
".....	Northern Elevator Co.....	20,000
PORTAGE LA PRAIRIE.....	Lake of the Woods Milling Co.	175,000
".....	".....	w 7,000

PORTAGE LA PRAIRIE	Farmers Elevator Co.....	110,000
"	Ogilvie Milling Co.....	32,000
"	Patterson, H. S.....	20,000
BURNSIDE	Farmers Elevator Co.....	27,000
BAGOT	Phillips & Richardson.....	21,000
MCGREGOR	Clark, S. P. & Co.....	24,000
"	Rogers, H..... W	4,000
AUSTIN	Clifford, W.....	30,000
"	Kellet, T. H..... W	3,600
SIDNEY	Northern Elevator Co.....	30,000
"	" "..... W	3,000
"	Rogers, G..... W	1,500
CARBERRY	Lyons, R. F.....	55,000
"	Northern Elevator Co.....	35,000
"	Lake of the Woods Milling Co.	35,000
"	Ogilvie Milling Co.....	25,000
"	Rogers, Geo.....	25,000
DOUGLAS	Lake of the Woods Milling Co..	30,00
"	Greenwood, T.....	30,000
"	Milne, D.....	25,000
SEWELL	Muir, R. & Co..... W	3,000
"	Kellet, T. H..... W	3,000
CHATER	Farmers Elevator Co.....	30,000
"	Woodcock, T. D.....	25,000
BRANDON	Parrish & Lindsay.....	60,000
"	Farmers Elevator Co.....	50,000
"	A. Kelly & Co.....	125,000
"	D. H. McMillan & Co.....	40,000
"	Ogilvie Milling Co.....	25,000
"	Riesberry, J. M.....	15,000
KEMNAY	Farmers Elevator Co.....	33,000
"	Ogilvie Milling Co.....	30,000
ALEXANDER	Farmers Elevator Co.....	30,000
"	Fenwick, A.....	30,000
"	Ogilvie Milling Co.....	10,000
GRISWOLD	Lake of the Woods Milling Co.	30,000
"	Chisholm, A. D.....	30,000
"	Ogilvie Milling Co.....	20,000
OAK LAKE	Leitch Bros.....	35,000
"	" "..... W	20,000
"	Northern Elevator Co.....	25,000
"	Ogilvie Milling Co.....	20,000
VIRDEN	Northern Elevator Co.....	35,000

VIRDEN	Union Bank	35,000
"	Lake of the Woods Milling Co.	30,000
"	Ogilvie Milling Co.	33,000
"	Virden Milling Co.	17,000
HARGRAVE	Holmes, A. E.	35,000
"	Northern Elevator Co.	4,000
ELKHORN	Lake of the Woods Milling Co.	35,000
"	Ogilvie Milling Co.	20,000
"	Northern Elevator Co.	37,000
FLEMING	Lake of the Woods Milling Co.	45,000
"	Pierce, S.	9,000
"	Brigham & James	w 7,000
"	Crowe, H. & Co.	w 6,000
"	Galbraith, L.	w 6,000
MOOSOMIN	Farmers Elevator Co.	40,000
"	Ogilvie Milling Co.	35,000
"	Brigham & James	30,000
"	Lake of the Woods Milling Co.	45,000
WAPELLA	Knowles, A.	w 7,000
"	Nixon, K.	w 7,000
"	Northern Elevator Co.	w 3,000
WHITEWOOD	Street, R.	w 4,000
"	Clark, S. P. & Co.	w 2,800
BROADVIEW	Thorburn & Sons.	w 6,000
GRENFEL	Grenfel Elevator Co.	25,000
"	Skrine, O.	w 5,000
"	McMillan, D. H. & Co.	w 3,000
WOLSELEY	Wolseley Milling Co.	15,000
"	Ogilvie Milling Co.	16,000
SINTALUTA	" "	35,000
"	" "	w 4,000
"	Farmers Elevator Co.	30,000
INDIAN HEAD	" "	30,000
"	Bell, W. R.	30,000
"	Lake of the Woods Milling Co.	25,000
"	Canadian Alliance Farm Co.	15,000
BALGONIE	Farmers Elevator Co.	30,000
REGINA	Parrish & Lindsay	60,000
"	Western Milling Co.	25,000
"	" "	w 8,000
PENSE	Spring, Rice G.	20,000
MOOSE JAW	Ogilvie Milling Co.	15,000
"	Baker, E. A & Co.	12,000

MOOSE JAW.....	Bogne & McDougall.....	w	2,000
".....	Simpson & Co.....	w	2,000
".....	Hitchcock & Annable	w	10,000

C. P. R. PEMBINA BRANCH.

MORRIS	Ogilvie Milling Co.....		35,000
"	"	w	10,000
ROSENFELD.....	"		15,000
"	Lake of the Woods Milling Co.		12,000
ALTONA	"		45,000
"	Ogilvie Milling Co.....		46,000
"	Schwartz, J.....		20,000
"	Livingston, J. & J.....	w	10,000
"	Ritz & Widmeyer.....	w	6,000
GRETNA	Ogilvie Milling Co.....		44,000
"	McBean Bros.....		30,000
"	Lake of the Woods Milling Co.		20,000
"	Livingston, J. & J.....	w	10,000
"	Body & Noakes.....	w	7,000
PLUM COULEE.....	Ogilvie Milling Co.....		32,000
"	Wagner, Bros.....		30,000
"	"	w	9,000
"	Bowman, N.....		25,000
"	Lake of the Woods Milling Co.		20,000
"	Livingston, J. & J.....	w	10,000
WINKLER	Winkler & Stodders.....		75,000
"	Ogilvie Milling Co.....		30,000
"	McMillan, D. H. & Co.....		25,000
"	Lake of the Woods Milling Co.		40,000
"	Livingston, J. & J.....	w	5,000
MORDEN	Farmers Elevator Co.....		40,000
"	Ogilvie Milling Co.....		45,000
"	Northern Elevator Co.....		35,000
"	McMillan, D. H. & Co.....		20,000
"	Commercial Bank.....		16,000
"	Lake of the Woods Milling Co.		45,000
"	Canadian Pacific Railway Co. w		4,000
"	Body & Noakes.....	w	3,000
THORNHILL	Lake of the Woods Milling Co.		18,000
"	Ogilvie Milling Co.....		18,000
"	Weldon, J. H.....	w	3,000

MANITOU.....	Ironside, R.....	45,000
".....	Chalmers Bros & B.....	40,000
".....	Ogilvie Milling Co.....	40,000
".....	Lake of the Woods Milling Co.....	45,000
".....	Canadian Pacific Railway Co. w.....	2,000
LA RIVIERE.....	Motheral G. & J.....	30,000
PILOT MOUND.....	Ogilvie Milling Co.....	30,000
".....	" "..... w.....	6,000
".....	Chalmers Bros & B..... w.....	6,000
".....	Donald & Fraser.....	25,000
".....	Dow and Curry..... w.....	12,000
CRYSTAL CITY.....	Ring & Parr.....	30,000
".....	Greenway, T.....	20,000
CLEARWATER.....	Chalmers Bros & B.....	30,000
".....	Rogers, R..... w.....	12,000
CARTWRIGHT.....	Young Bros.....	30,000
HOLMFIELD.....	Harrison Bros.....	28,000
KILLARNEY.....	Young & Buck.....	25,000
".....	Harrison Bros.....	30,000
".....	Farmers Elevator Co.....	30,000
NINGA.....	Northern Elevator Co.....	25,000
".....	Lake of the Woods Milling Co.....	45,000
BOISSEVAIN.....	Patrons of Industry.....	45,000
".....	Hurt & McKay.....	35,000
".....	Nichol, E & Son.....	25,000
".....	Tatchell, E. B.....	25,000
".....	"..... w.....	5,000
".....	Cole, F. F.....	25,000
".....	"..... w.....	4,000
".....	Ogilvie Milling Co.....	40,000
WHITEWATER.....	Cole, F. F.....	20,000
".....	Martin, R. D. & Co.....	20,000
DELORAINÉ.....	Commercial Bank.....	30,000
".....	Young, C. A.....	30,000
".....	Ogilvie Milling Co.....	25,000

C. P. R. SOURIS AND GLENBORO BRANCHES.

BERESFORD.....	Parish & Lindsay.....	25,000
".....	" "..... w.....	3,000
SOURIS.....	McCulloch & Herriott.....	75,000

SOURIS	Deyell & Co.	40,000
"	Lake of the Woods Milling Co.	30,000
"	Sowden, W. F.	30,000
HARTNEY	Lake of the Woods Milling Co.	35,000
"	Hammond & L.	35,000
"	Bateman & Chaplin	35,000
"	Ogilvie Milling Co.	30,000
LAUDER	" "	20,000
"	Scott & Scott	25,000
NAPINKA	Northern Elevator Co.	25,000
MELITA	Martin, R. D & Co.	35,000
"	Lake of the Woods Milling Co.	45,000
"	Ogilvie Milling Co.	15,000
PIERSON	" "	5,000
"	Martin, R. D. & Co.	30,000
GAINSBOROUGH	" "	35,000
"	Shearer, Wm.	3,000
"	Henry, W.	3,000
"	Commercial Bank	5,000
CARIEVALE	Carnduff Mill & Elevator Co.	27,000
"	Martin, R. D. & Co.	3,000
"	Smith, R.	2,000
CARNDUFF	Carnduff Mill & Elevator Co.	35,000
OSBOW	" "	26,000
"	Northern Elevator Co.	20,000
"	" "	w 5,000
"	Thompson, T. T.	w 5,000
"	Hopper Bros.	w 1,200
ALAMEDA	McEwar, D. A.	w 2,500
"	Hopper, A. R.	w 2,000
"	Martin, R. D. & Co.	w 2,000
"	" "	30,000
PIPESTONE	" "	30,000
"	Deyell & Co.	w 5,000
RESTON	Lake of the Woods Milling Co.	40,000
"	Deyell & Co.	w 6,000
CARMAN	Farmers Elevator Co.	60,000
"	Northern Elevator Co.	30,000
"	Lake of the Woods Milling Co.	22,000
"	Ogilvie Milling Co.	35,000
RATHWELL	Kane, A. M.	30,000
"	Alexander, R. S.	w 5,000
TREHEIRNE	Farmers Elevator Co.	65,000

TREHERNE	Northern Elevator Co.	35,000
"	Grey, W. & J. G.	30,000
HOLLAND	Farmers Elevator Co.	30,000
"	Northern Elevator Co.	25,000
"	Lake of the Woods Milling Co.	20,000
"	Ogilvie Milling Co.	40,000
CYPRESS RIVER	" "	35,000
"	Farmers Elevator Co.	30,000
"	Riley, J.	w 3,000
"	Crighton, A.	w 3,000
GLENBORO	Farmers Elevator Co.	40,000
"	Ogilvie Milling Co.	40,000
"	Northern Elevator Co.	30,000
STOCKTON	Reid & Co.	18,000
"	" "	w 6,000
TREESBANK	Lake of the Woods Milling Co.	45,000
METHVEN	" " "	30,000
"	Banting, T. E.	20,000
"	Ogilvie Milling Co.	36,000
"	Manitoba Elevator Co.	w 1,500
NESBITT	Northern Elevator Co.	25,000
CARROLL	Lake of the Woods Milling Co.	45,000
"	Parish & Lindsay	25,000
"	" "	5,000

OTHER C. P. R. BRANCHES.

ST. BONIFACE	Turner, A.	w 20,000
NIVERVILLE	Macara, J.	35,000
"	Ogilvie Milling Co.	w 10,000
OTTERBURNE	Remier, A. W.	w 6,000
"	Carey, P.	w 3,000
DOMINION CITY	Waddell, J.	25,000
"	Lake of the Woods Milling Co.	25,000
"	Maynes, S.	w 3,000
EMERSON	McMillan, D. H. & Co.	25,000
"	Ogilvie Milling Co.	40,000
"	" "	12,000
STONEWALL	" "	32,000
"	Northern Elevator Co.	w 6,000
"	Commercial Bank	w 5,000

STONEWALL	Musgrove, G & Co.....	w	5,000
WEST SELKIRK	Selkirk Milling Co.....	w	3,000
LUMSDEN	Phillips & Richardson.....		10,000
PRINCE ALBERT	Hudson's Bay Co.....		20,000
“ “	Gordon & Ironside.....	w	12,000
“ “	McLeod, S.....	w	10,000
WETASKIWIN	West, J.....	w	10,000
LACOMBE	Stewart, D. G. & Co.....	w	15,000
EDMONTON	Brackman & Kerr.....		34,000
“	Parrish, S.....	w	10,000

Total Canadian Pacific Railway.... 11,850,100

NORTHERN PACIFIC RAILWAY.

WINNIPEG	Hudson's Bay Co.....		70,000
MORRIS	Northern Elevator Co.....		30,000
“	“ “	w	4,000
ST. JEAN	“ “		30,000
LETELLIER	“ “		12,000
“	“ “		15,000
WEST LYNNE	“ “		70,000
“	Pocock & McGowan.....		10,000
UNION POINT	Northern Elevator Co	w	2,500
SOMERSET.....	“ “	w	2,500
“	Turner, A	w	12,000
SWAN LAKE.....	Northern Elevator Co.....	w	2,500
PORTAGE LA PRAIRIE.....	Phillips & Richardson.....	w	4,000
ROLAND.....	Northern Elevator Co.....		30,000
“	Ironside & Kerr.....		30,000
MIAMI	Carson Bros.....		30,000
“	Northern Elevator Co.....		30,000
GREENWAY.....	“ “		30,000
BELMONT	“ “		30,000
“	Martin, R. D. & Co.....		30,000
WAWANESA	Northern Elevator Co.....		30,000
“	A. McBean & Son.....		40,000
“	Russell & Snider.....	w	3,000
ROUNTHWAITE	Northern Elevator Co.....		30,000
MARTINVILLE.....	“ “		12,000
BALDUR	A. McBean & Son.....		40,000
“	Farmers Elevator Co.....		40,000
HILTON	Northern Elevator Co.....		14,000
“	A. McBean & Son.....		40,000

OAKVILLE	Phillips & Richardson	20,000
"	Sparling & Ironside	w 2,500
ROSEBANK	E. D. Moore & Co.	w 2,500
"	Northern Elevator Co.	15,000
"	Nichol, Thos.	30,000
MYRTLE	Northern Elevator Co.	w 5,000
"	" "	w 2,500
ELLIOTT'S	Elliott & Co.	w 5,000
BRANDON	A. McBean & Son	40,000

Total, Northern Pacific Ry..... 846,000

GREAT NORTH-WEST CENTRAL RAILWAY.

FOREST	Matheson, T. S.	25,000
"	"	w 2,000
"	Campbell, K.	w 4,000
VANCE	Northern Elevator Co.	w 2,000
PETTAPIECE	Ogilvie Milling Co.	33,000
"	Northern Elevator Co.	w 5,000
OAK RIVER	Ogilvie Milling Co.	33,000
"	Parish & Lindsay	40,000
HAMIOTA	" "	40,000
"	Ogilvie Milling Co.	33,000
"	Armstrong & Raster	30,000
"	McKenzie, F. B.	w 4,000

Total, Great North West Central Ry..... 251,000

MANITOBA AND NORTHWESTERN RAILWAY.

GRAVEL PIT SIDING	Philips & Richardson	7,500
MACDONALD	Northern Elevator Co.	15,000
"	Lake of the Woods Milling Co	32,000
"	Paterson, H. S.	35,000
GLADSTONE	Northern Elevator Co.	w 3,500
"	Broadfoot, P.	w 4,500
"	Pearson, F. E.	w 2,500
"	Bailey, W. S.	w 3,000
"	Williams, A. G.	w 4,500
MIDWAY	Northern Elevator Co.	12,000
"	" "	w 3,500
"	O'Reilly, E.	10,000
"	Ogilvie Milling Co.	40,000

ARDEN	Northern Elevator Co.	15,000
"	Wilson, Moore & Co.	20,000
"	Lake of the Woods Milling Co.	40,000
NEEPAWA	Ennis, R. C.	60,000
"	"	75,000
"	Ogilvie Milling Co.	50,000
"	O'Reilly, E.	20,000
"	Northern Elevator Co.	12,000
"	Northern Elevator Co.	14,000
FRANKLIN	Ogilvie Milling Co.	16,000
"	Sirrett, E. J.	w 8,500
"	Northern Elevator Co.	w 8,500
"	Lake of the Woods Milling Co.	40,000
"	Campbell, R. L.	16,000
MINNEDOSA	Ogilvie Milling Co.	33,000
"	Ennis, R. C.	25,000
"	Wake, John	w 7,500
"	Pearson, E.	w 8,000
"	Northern Elevator Co.	w 7,000
RAPIDCITY	Farmers Elevator Co.	35,000
"	McCulloch, G. & Co.	35,000
"	Northern Elevator Co.	w 12,000
"	Warren, John	w 5,500
"	McCulloch, G. & Co.	w 6,000
"	" " "	w 10,000
BASSWOOD	Northern Elevator Co.	w 3,500
"	Cookman, Isaac	w 7,500
NEWDALE	Northern Elevator Co.	w 3,500
"	Lake of the Woods Milling Co.	w 11,000
"	Cook, J. L.	w 1,500
STRATHCLAIR	Stewart, R.	16,000
"	Northern Elevator Co.	w 3,500
SHOAL LAKE	R. Muir & Co.	30,000
"	Marshall, A.	w 7,500
"	"	w 3,500
KELLOE	"	w 6,000
SOLSGIRTH	T. Leese	w 3,500
"	Marshall, A.	w 5,000
BIRTLE	Northern Elevator Co.	w 6,500
"	Arrow Milling Co.	w 10,000
FOXWARREN	Laycock, A.	w 7,500
"	Almack, T.	w 3,000

BINSCARTH.....	Northern Elevator Co.....	w	3,500
"	.....Crerar, A. S.....		6,000
"	.....Waller, Wm.....	w	3,500
RUSSELL	Northern Elevator Co.....	w	3,000
"	.....Kippan, J. D.....	w	7,000
"	.....M. Simpson	w	9,000
"	.....Boulton, J. G.....	w	5,000
SALTCOATS	Carleton, T.....	w	3,000
YORKTON	Hopkins & Meredith.....	w	3,500

Total Man. and N. W. Ry.... 926,500

TOTALS

Canadian Pacific Railway	-	-	11,850,100
Northern Pacific Railway	-	-	846,000
Great North West Cen. Ry	-		251,000
Man. & N. W. Railway	-	-	926,500

Grand Total..... 13,873,600

FLOUR MILLS.

STATION.	OWNER.	DAILY CAPACITY (BARRELS.)
KEEWATIN	Lake of the Woods Milling Co..	2,000
WINNIPEG	Ogilvie Milling Co.....	1,800
“	Hudson's Bay Co.....	200
MARQUETTE.....	Cahoon, W. R.....	50
PORTAGE LA PRAIRIE.....	Lake of the Woods Milling Co..	700
“	Farmers Mill Co.....	150
MCGREGOR	Rogers, H.....	125
AUSTIN	Clifford, W.....	150
CARBERRY.....	Rogers, G.....	125
BRANDON	Kelly, A. & Co.....	350
OAK LAKE.....	Leitch Bros.....	250
VIRDEN	Virden Mill Co.....	50
ELKHORN	Elkhorn Mill Co.....	75
WAPELLA	Hughes, Hart & Morris.....	75
WHITEWOOD	Greay, W. & J. G	50
WOLSELEY.....	Wolseley Mill Co.....	100
FT. QU'APPELLE.....	Joyner & Elkington.....	100
REGINA	Western Mill Co	125
GRETNA.....	Friesen, J. P. & Son.....	100
WINKLER	Winkler & Peters.....	125
MORDEN.....	Fraser & Son.....	125
MANITOU	Watts, A. & Co.....	100
LA RIVIERE	Carrie & Grant	75
PILOT MOUND.....	White, G.....	50
CRYSTAL CITY.....	Greenway, T.....	100
KILLARNEY	Young & Buck.....	100
BOINSEVAIN.....	Hurt & McKay	200
SOURIS.....	McCulloch & Herriott.....	125
HARTNEY.....	Hammond & Leckie.	150
LAUDER	Morrison, J.....	40
MELITA	Ferguson & Powell.....	150
OXBOW.....	Greer, Nesbitt & Leitch.....	75
TREHERNE.....	Greay, W. & J. G	125
HOLLAND	Moir, J.....	50
GLENBORO	Cochrane, J. W.....	150
STONEWALL.....	Rutherford & Co	75
WEST SELKIRK.....	Selkirk Mill Co.....	25
DUCK LAKE.....	Stobart, W. & Co	15

PRINCE ALBERT.....	Kidd, J.....	100
“.....	Hudson's Bay Co.....	100
CALGARY.....	Donald McLean.....	100
INNISFAIL.....	Andrews, A.....	100
EDMONTON.....	Ritchie, J. & R.....	75
“.....	Fraser & Co.....	25
ST. JEAN.....	St. Jean Mill Co.....	75
WEST LYNNE.....	Pocock & McGowan.....	100
WAWANESA.....	Russell & Snider.....	100
BALDUR.....	Band & McDonnell.....	75
HAMIOTA.....	Armstrong & Basler.....	75
GLADSTONE.....	R. Muir & Co.....	150
ARDEN.....	Wilson, Moore & Co.....	100
NEEPAWA.....	Beautiful Plains Mill Co.....	150
MINNEDOSA.....	F. & E. Pearson.....	75
RAPID CITY.....	G. McCulloch & Co.....	150
BIRTLE.....	Arrow Mill Co.....	100
MILLWOOD.....	H. B. Mitchell.....	100
ASSISSIPPI.....	H. Gill.....	50
RUSSELL.....	J. G. Boulton.....	60
Total.....		10,290

OATMEAL MILLS.

PLACES.	OWNER.	BELS PER DAY.
WINNIPEG.....	S. Nairn.....	75
PORTAGE LA PRAIRIE.....	McKinnon & Kennedy.....	75
BRANDON.....	A. Kelly & Co.....	100
PILOT MOUND.....	Dow & Curry.....	100
EDMONTON.....	Brackman & Ker.....	75
Total.....		425

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NINTH
ANNUAL REPORT

—OF THE—

Winnipeg
Grain and Produce Exchange



Presented to the Annual Meeting Held
January 13th, 1897

WINNIPEG:
Commercial Print
1897

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WINNIPEG

Grain and Produce Exchange.

Past Presidents :

HON. D. H. McMILLAN, 1887-8.
SAMUEL SPINK, 1889. N. BAWLF, 1890.
F. W. THOMPSON, 1891. J. A. MITCHELL, 1892.
ARTHUR ATKINSON, 1893. S. A. McGAW, 1894.
G. R. CROWE, 1895. STEPHEN NAIRN, 1896.

1897.

President :

N. BAWLF.

Vice-President :

ROBT. MUIR.

Secretary-Treasurer :

CHAS. N. BELL.

S. NAIRN.	F. W. THOMPSON.	G. R. CROWE.
S. A. McGAW.	S. SPINK.	W. A. MATHESON.
D. H. McMILLAN.	H. D. METCALFE.	F. PHILLIPS.
R. P. ROBLIN.	JOS. HARRIS.	

Committee of Arbitration :

S. NAIRN.	J. A. MITCHELL.	JOS. HARRIS.
S. SPINK.	S. A. McGAW.	G. R. CROWE.
	R. D. MARTIN.	

Committee of Appeals :

F. W. THOMPSON.	R. P. ROBLIN.	WM. MARTIN.
A. ATKINSON.	S. P. CLARK.	WM. BLACKADAR.
	S. W. FARRELL.	

Call Board Committee ;

S. W. FARRELL.	F. W. THOMPSON.	H. D. METCALFE.
S. SPINK.	JOS. HARRIS.	

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LIST OF MEMBERS.

13TH JANUARY, 1897.

NAME.	RESIDENCE.
Allan, W. R.....	City.
Atkinson, Arthur.....	"
Austin, A. W.....	Toronto.
Archibald, A. C.....	City.
Alexander, R. S.....	Treherne.
Baird, John.....	City.
Baker, T. W.....	Moosejaw.
Bawlf, N.....	City.
Bawlf, D.....	"
Bawlf, W. J.....	"
Beech, Wm.....	"
Bell, C. N.....	"
Bell, W. R.....	London, Eng.
Blackadar, Wm.....	City.
Black, W. A.....	"
Boston, Graham.....	"
Braithwaite, Chas.....	Portage la Prairie.
Bready, T. T. W.....	City.
Brigham, I. R.....	Moosomin.
Brydges, C. J. (Estate of).....	City.
Buchanan, D. W.....	"
Campbell, G. H.....	City.
Cass, E.....	"
Cavanagh, A.....	"
Clark, S. P.....	"
Cowan, Thos.....	"
Craig, Geo.....	"
Crow, H.....	New York, U. S.
Crowe, G. R.....	City
Curry, D. S.....	"
Douglas, W. G.....	"
Drewry, E. L.....	"

NAME	RESIDENCE
Egan, E. C.	City.
Ennis, R. C.	Neepawa.
Farrell, S. W.	City.
Galt, George, F.	"
Gibbins, W. T.	"
Gill, Thomas.	"
Gordon, J. T.	"
Hall, C. E.	Alexander.
Harris, Jos.	City.
Harvey, J. G.	"
Hastings, W. A.	Montreal.
Hastings, George V.	City.
Hoare, J. H.	"
Horn, David.	"
Jaques, E. S.	"
Kelly, Thos.	"
Law, A. W.	"
Leitch, Arch.	Oak Lake.
Lindsay, W. J.	Brandon.
Mackenzie, K.	City.
Martin, Wm.	"
Martin, R. D.	"
Matheson, W. A.	"
Maulson, G. J.	"
McBean, A.	"
McBean, Bruce.	"
McBean, D. G.	"
McCulloch, Geo.	Souris.
McGaw, S. A.	City.
McLennan, J. K.	"
McMillan, D. H.	"
McMillan, W. W.	"
Mann, J. E.	Souris.
Mann, D. D.	Montreal.

NAME	RESIDENCE
Metcalfe, H. D.....	City.
Mitchell, James A.....	"
Mitchell, H. B.....	Selkirk.
Montgomery, T. J.....	St. Paul, U. S.
Morgan, J. G.....	City.
Muir, Robert.....	"
Nairn, S.....	"
Nichol, Thomas.....	Wawanesa.
Ogilvie, Shirley.....	City.
Olafson, G.....	"
O'Reilly, E.....	"
Patterson, H. S.....	Portage la Prairie.
Phillipps, F.....	City.
Postlethwaite, Wm.....	Brandon.
Pritchard, D.....	Carman.
Roblin, R. P.....	City.
Rogers, Robt.....	Clearwater.
Ross, I. M.....	City.
Rutherford, W. T.....	"
Simpson, F. G.....	City.
Spink, Samuel.....	"
Sprague, D. E.....	"
Spring—Rice, G.....	Regina.
Steele, C. H.....	City.
Stuart, A. P.....	New York, U. S.
Scott, S.....	Lauder.
Thompson, F. W.....	City.
Thomson, E.....	"
Urquhart, W. M.....	"
Vass, Albert.....	"
Walker, W. A.....	"
Watson, W. W.....	"
Whitla, R. J.....	"
Young, C. A.....	Deloraine.

President's Address.

WINNIPEG, JANUARY 13TH, 1897.

To the Members of the Exchange :

GENTLEMEN :—

In retiring from the presidency of the Exchange, I wish briefly to review the work of the past year, and to respectfully suggest what may be of practical use for the future.

The very full report of the Council leaves me little to say as to the proceedings of the year, and I have to congratulate the members that no question has arisen that has caused any friction in carrying out the work of the Exchange.

The membership has increased, and our Treasurer reports that 1896 has been the best financial year the Exchange has had since its incorporation.

The general work of the Exchange in deciding difficult arbitration cases, looking closely after all the questions affecting the handling and transportation of our grain products, and also in equitably seeing to, and protecting, the interests of the producer and consumer, is being more appreciated. This is shown by the large increase of members residing outside of Winnipeg, and it is gratifying to the original corporators, who are still the mainstay of the Exchange, to find that the feeling of jealousy and suspicion is a thing of the past, and that the Winnipeg Grain Exchange is now looked upon by Manitobans, in every part of the province, as an institution they are proud of, and which the grain business cannot do without.

The grain crop of 1896 was a fair one, and had it not followed the phenomenally large crop of 1895, it would have been considered an average one. The good prices paid have materially increased the wealth of the country, and the farming community of Manitoba are in a good position with a bright future before them, it being the general opinion of the loan companies agents and implement men, that our farmers are today, freer of debt than for a long time past.

The railway facilities have been increased in the Province by the building of the Dauphin road, running 100 miles into an excellent farming country, where the inducements of free homesteads will soon be the means of settling it up.

There is still a large section of valuable farming land to the south east of Winnipeg that is badly lacking railway facilities, and some endeavor should be made by our local government to see that this much needed road is built into this district. When this is done our province will then be pretty well provided with railway facilities, leaving no farmer at a long distance to market.

As will be seen by the printed reports, the number of elevators has been increased, and for a new country we have the best facilities possible for cheaply and quickly handling grain. There are some who still harp on the "elevator monopoly," but an impartial judge, looking to all sides of the question would say that our present system could not be much improved on.

The milling capacity of the Province is also largely increased, which means so much more money annually spent amongst us in converting our raw material into a manufactured article, and it is pleasing to note, in connection with this, the opening up of new markets for the products, the direct shipments to Australia and other far eastern points being very large.

The much needed direct railway to the Kootenay district will ensure the keeping of that market to us, and we look for work on that road being commenced in 1897 at latest.

As will be noted the Council make no mention in their report about the meeting of the Grain Standards Board, for the reason that the Exchange took no part in that work, neither were they represented on the Board.

The number of emigrants coming to Western Canada during 1896 was very small, and those that came mostly settled in Manitoba.

There are large areas of excellent farming lands in the Red River valley for sale at nominal prices, and with the advantage of compact settlement and nearness to good markets, are inducing more to try the heavy black soil of the valley in preference to the lighter soil in the far west. One great drawback to this settlement is the bad roads, and the time has now come when some decided action must be taken to get over this difficulty.

Our local government has done little or nothing to remedy this. No doubt they give small grants to assist the building of a bridge or other needed work, but what is wanted is a vigorous policy of road improvement.

We have tried in a good many ways to fill up our country, but the best immigration agents we can get are the actual settlers, living in this country, who are doing well and are contented with their surroundings. Good roads will lead a long way towards this success and contentment; our sister province of Ontario has found this, out and now there is a Superintendent of Roads in that Province, whose sole duty it is to see to the maintenance and improvement of the highways.

Our local government should inaugurate such a system, taking hold of the old trails, which are now all public highways, and improving them so that at all times of the year they would be passable. This road department of the government could also supervise the work done by municipalities in road improvements, advising them as to the best methods, for it must be conceded that there is a great deal of labor wasted in the present system of roadwork.

Closely allied to good roads is drainage, and it is pleasing to record that over 100,000 acres of good land near Winnipeg is now being drained under the Drainage Act, thus adding so much more to the grain land acreage of the Province.

These questions may not be in the direct line of the Exchange's work, but are more in the line of the general development of the country. We want our thousands, nay millions, of acres of vacant lands taken up and cultivated, and the success of this means the success of all business organizations in Manitoba.

I have to thank the members for their courtesy to me during the time I have been in the president's chair, and the Secretary for his assistance in carrying out the detail work of the Exchange.

STEPHEN NAIRN.



Report of Council.

WINNIPEG, JANUARY 13, 1897.

*To the Members of the
Winnipeg Grain and Produce Exchange.*

GENTLEMEN :

Your Council beg to present their Ninth Annual Report.

CALL BOARD.

In accordance with the By-laws of the Exchange, following the last Annual Meeting, Messrs. S. W. Farrell (chairman), Jos. Harris, S. Spink, A. Cavanagh and Arch. McBean were elected as the Call Board Committee. The labors of the committee have this year been unusually light.

PROPOSED DAIRY SECTION.

In the retiring address of President Crowe last year, the matter of forming a Dairy Section of the Exchange was referred to. The following invitation was addressed to all the known extensive butter and cheese producers and dealers :

WINNIPEG, 28th December, 1895.

Dear Sir :

Representation has been made to this Exchange that it is advisable to hold a meeting of representative Butter and Cheese Producers and Dealers to consider the necessity existing for a central market for these products, and if it is considered opportune, to take steps to organize a Dairy Section of the Exchange, which has full power under its charter to act in that direction.

You are particularly urged to attend a meeting to be held in the Exchange Rooms on Thursday, the 9th January, 1896, at 8 o'clock p.m., when full consideration will be given to this most important subject.

By direction of the President,

Yours truly,

CHAS. N. BELL,
Secretary

The meeting was duly held, and a large number of interested persons were in attendance. In the early part of the meeting it was found that some of the producers present entertained the idea that this Exchange was endeavouring to force them into the Association for some mercenary object. So many conflicting views were expressed, and the idea seeming to prevail, to a large extent, that the Exchange would be required to furnish the Dairy Section, if formed, with a very expensive telegraphic service, and in return therefore should charge but a small percentage of the annual fee now paid by members of the Grain Section, the members of the Exchange present unanimously agreed to take no further steps at the present time. It is understood that the Dairy Association afterwards took up the matter and endeavoured to obtain for its members a satisfactory market report service, but found that the cost was altogether beyond its means.

WESTERN IMMIGRATION ASSOCIATION.

The Exchange sent delegates to the Immigration Conference held in this city in February last. There was a large attendance of delegates from points in Canada between Lake Superior and the Pacific, and many speakers at the meetings advanced valuable suggestions which, no doubt, will be made use of by the Dominion Department of Immigration.

LEASE OF ROOMS.

Our lease for the Exchange quarters having expired, a renewal, on the same terms, was arranged for a term of three years.

SEED GRAIN.

In view of the large percentage of smutted and inferior wheat of the 1895 crop, the Council took up again the matter of the exchange of seed grain at reduced rates, and under agreement with the railroad companies and the Provincial Department of Agriculture, distributed 600 samples of wheat, oats and barley to railroad agents, for their guidance in accepting for shipment under the half local rates granted, of grain approved for seed.

ADULTERATED BLUESTONE.

In recent years complaints have been made that some of the bluestone (sulphate of copper) sold in Manitoba for use as a fungicide, or in other words as a preventative of smut, is practically worthless on account of adulteration. According to a statement made in the Experimental Farm Report of 1890 a sample of "agricultural bluestone," sold in Manitoba, was found to contain over *sixty-nine* per cent of sulphate of iron, which substance is said to be useless as a fungicide and of only one-fourth the value of the article it was used to adulterate.

The Exchange took this matter up with the Department of Inland Revenue, and requested that some steps be taken to prevent the importation or sale of the adulterated article. The fact was ascertained that some foreign governments require that bluestone, allowed to pass the Customs, must contain at least ninety-eight per cent of the pure article. The matter was finally referred to the Customs Department, but the change of government taking place, was lost sight of for a time, but has again become a subject of correspondence. That considerable interest is taken, in this action of the Exchange, is manifested by the letters received last spring asking for information as to where pure bluestone might be obtained. General Superintendent Whyte, of the Canadian Pacific Railway, obtained a large supply of the proper quality which was placed in the hands of the company's agents for sale.

RULES AND TERMS OF TRADE.

Early last year a Committee was appointed by the Council to carefully review the rules for future sales and trade terms now governing members of the Exchange, as the present rules are, in view of the many changes which have occurred in the conduct of the grain business of late years, in need of amendments and additions. The Committee have, during the year, gone carefully into the situation and consulted the rules and terms adopted by most of the Grain Associations of the Continent, with the result that, at the annual meeting, you will be called on to consider the draft of a new set of rules and terms.

GRAIN ELEVATOR LIST.

The List of elevators from Fort William west, published last year, has proved exceedingly useful and copies are in demand by a large number of persons not members of the Exchange. As will be seen by the report the elevator capacity in the territory covered increased from 7,628,000 bushels in 1891 to 13,873,600 bushels in 1896, and a considerable capacity was added during the last season, the details of which will appear with this report when printed.

ARBITRATIONS.

Several cases of disputes between members as to their rights under contracts, &c., were referred to arbitration under the rules of the Exchange, with continued satisfactory results. It is evident to members, who have sat as arbitrators, that fewer disputes are likely to arise when the trade terms of the Association are more clearly defined and extended. No cases of appeal have been carried from the Arbitration Boards to the Committee on Appeals.

WEIGHING OF CARS AT WINNIPEG.

The matter of securing a sufficiently low charge for the privilege of holding cars at Winnipeg for weighing, so that, if

desired, advantage might be taken of an official receipt of weight from the newly appointed Government Weighmaster, was taken up with the C. P. R. Co., and the following correspondence explains itself :

WINNIPEG, 29th January, 1896.

Robt. Kerr, Esq.,

Traffic Manager, Can Pac. Ry. Co.

Dear Sir :

In connection with the interview held by Mr. Nairn, President of the Exchange, with you on the subject of your announcing a "stopover" charge on cars of grain to be weighed in transit in this city, I am directed to write you that, at a general meeting of the Exchange held to-day, the following resolution was passed, viz. :

Resolved. "That this Exchange request the Canadian Pacific Railway Company to allow cars loaded with grain to be held off at Winnipeg, for weighing in transit, at a charge not to exceed one dollar and fifty cents per car."

I am directed to say that in the opinion of the trade, the above named charge would be a fair one, to themselves and to your Company. Any greater charge would be prohibitory, and in view of the fact that your elevators at Fort William are now closed to the reception of grain, it would seem but reasonable that you allow a stop over for weighing at Winnipeg.

By direction of the Council,

Yours faithfully,

CHAS. N. BELL,

Secretary.

WINNIPEG, 3rd February, 1896.

C. N. Bell, Esq.,

Secretary Grain Exchange.

Winnipeg, Man.

Dear Sir :

Your letter of 29th, informing me of resolution passed by Grain Exchange requesting this Company to allow cars loaded with grain to be held over at Winnipeg for weighing in transit at a charge not to exceed \$1.50 per car.

Before considering this matter, I shall be glad to know what, if any, arrangements have been made with the Northern Elevator to undertake this work, and the fee they will charge for weighing; also advise me the cost of the Weighmaster's certificate. It occurs to me that it will be somewhat dangerous to unload good wheat into a cleaning elevator for a purpose of this character, as there will be great danger of the grain becoming tagged in passing through that building. I presume, however, that this matter was carefully considered by the Board at the meeting referred to when the resolution mentioned was adopted.

Yours truly,

ROBERT KERR,
Traffic Manager.

WINNIPEG, 10th February, 1896.

Robt Kerr, Esq.,

Traffic Manager, Can. Pac. Ry. Co.

Dear Sir :

Replying to your favor of the 3rd inst. the Northern Elevator Company will unload, weigh and reload a car of grain at their elevator here for \$2.50, which also include the cost of the Official Weigher's certificate (25 cents).

Yours faithfully,

CHAS. N. BELL,
Secretary.

WINNIPEG, March 5th, 1896.

C. N. Bell, Esq.,

Secretary Winnipeg Grain Exchange, City.

Dear Sir :

Referring to yours of January 29th and February 10th regarding question of stop off charge for weighing grain at the Northern Elevator passing Winnipeg.

As advised you I submitted the case to our Executive, and am now instructed that the Company cannot see its way to deviate from the regular rule charging one cent per 100 lbs. for all stop offs. I regret, therefore, the impossibility of meeting the wishes of the Exchange in this respect.

Yours truly,

ROBT. KERR,
Traffic Manager

WANT OF CROP STATISTICS FOR THE NORTHWEST TERRITORIES

Frequently requests are made to the Exchange for information as to the areas under crop in the Northwest Territories, and of the results of the harvest in the Northwest, and the Council regret that as yet, so far as known, no steps have been taken, by the Northwest Executive Council, to secure and publish reliable information of the character described. In years past, correspondence took place between the Exchange and members of the Northwest Legislature in regard to this very important matter, and it was then understood that the Northwest Council intended to actively take hold of the subject, but apparently nothing has resulted. In the interests of Territorial trade and immigration it would seem almost imperative that reliable information should be furnished. Your Council recommend that this matter be taken up directly with the Executive Council of the Territories.

MARKET REPORTS

Early in last year an improved market report service was arranged for, and with minute reports from all the leading grain centres of America as we now have, probably no better service is afforded at any point in Canada. The Council are confident that the increased expenditure for this service will be cheerfully endorsed by every member of the Association. Reports are furnished by wire, daily, to a number of members non-resident in the city.

EXCHANGE ROOM RULES.

It became necessary during the past year to provide by rule that persons, not members of the Exchange, who did not hold regular visitors tickets, should positively be excluded from the Exchange Room during trading hours. The issue of visitors tickets was also prohibited to residents of Winnipeg, and provision made that but one visitor's ticket be issued to any one non-resident during six months time. These rules are being rigidly enforced and with good results.

LONDON CONGRESS.

An invitation having been received from the London England, Chamber of Commerce to send delegates to the "Congress of Chambers of Commerce of the Empire," to meet in London in June last, our president, Mr. Stephen Nairn, was appointed as delegate of this Exchange. Mr. Nairn attended the Congress and his report thereon follows :

To the Members of the Winnipeg Grain Exchange :

I beg to report to the members, the result of my work as a delegate from the Exchange to the meeting of the Chambers of Commerce of the British Empire, held in London in June, 1896. This meeting was a representative one, the delegates being from all parts of the British Empire, and the questions discussed are ones affecting trade and commerce generally, of live interest, ranging from the general and broad one of "Closer Trade Relations with the Colonies," to a "Decimal System of Weights and Measures."

There were twenty-four of these questions before the Congress, and several of them were of great interest to Canadians, that of "Closer Trade Relations" being the main one, and taking up two days time of the Congress to arrive at a decision. Other questions brought forward were : "Bills of Exchange," "Copyright," "Inter-Imperial Postal and Telegraph Rates," "Bills of Lading Reform," "Freight Rates," "Rules of the Road at Sea," the important resolution on "Emigration," and others, shewing that the object of this meeting was not merely a formal gathering, but an active meeting of business representatives to discuss what is best for the general promotion of Trade and Commerce in the British Empire.

As to the result, the very friendly feeling shown to Colonial delegates in the discussion of questions affecting trade, proved that the desire of the Mother Country is to help the Colonies as much as is consistent with the present lines of trade policy in Britain, and this help will be given more in the shape of assistance to quicker and cheaper mail, transportation and telegraph service. The two days discussion on the question of "Closer Trade Relations," showed plainly that it will be very hard to get any concession from Britain on the lines of Preferential Trade with her Colonies.

The meeting was a very interesting one, and the feeling was, that these Congresses, which are held every four years, are of increasing value to the business world.

All of which is respectfully submitted,

STEPHEN NAIRN,

President of Winnipeg Grain Exchange

12th January, 1897.

OPEN NAVIGATION AT FORT WILLIAM.

Much dissatisfaction was expressed last fall with the inadequate means existing at Fort William for keeping the river open for navigation when the first frost sets in. An interview was held with General Superintendent Whyte, of the C. P. R. Co., on the subject, and it was found that Mr. Whyte intends making a proposition to the C. P. R. authorities to have a proper ice breaking boat built for use in the river at Fort William, which could also be utilized during the summer season for other purposes. A committee of the Exchange is now securing data regarding the length of open navigation at Duluth and other Lake Superior ports as compared with Fort William, and have been instructed to strongly represent the situation to the Canadian Pacific Railway Co., and, if necessary, to the Dominion Government.

LEGAL WEIGHT OF FLAX SEED

The legal weight of a bushel of flax seed in Canada, as defined in section 16 of 49 Vic., Chap. 194, is fifty pounds, whereas the general commercial usage in Canada is to trade in flaxseed at fifty-six pounds per bushel, and market quotations are all based on the bushel of fifty-six pounds weight—which is also the standard weight in the United States. This divergence, between the law and commercial custom, causes considerable trouble, and necessitates the insertion of a special clause in all flax seed contracts. The Exchange, in November last, brought this anomalous condition of things to the notice of the Commissioner of Weights and Measures at Ottawa.

and preferred a request that the law be amended to agree with the general custom of trade. A favorable reply has been received, and it is expected that the Act will be amended at the next session of Parliament.

COMMITTEE ON STREETS.

In November last the Legislative Committee of the City Council invited the Exchange to appoint a committee to meet them, (with committees from other City business associations) and confer as to the best means to be taken to secure improvements in the streets of the City by a frontage or other system of taxation. The following members were appointed as our representatives, viz: Messrs. Stephen Nairn, G. R. Crowe, D. G. McBean, Robt. Muir, N. Bawlf, F. W. Thompson.

The different delegates have met on two occasions and made recommendations to the City Council.

TRANSFERS OF SEATS.

During the past year there were fourteen transfers of seats, many of them passing from the hands of non-active members to persons actively engaged in the grain trade. Five Associate members, also, were elected during the year.

COUPON INSURANCE SYSTEM.

The matter of a better and fairer system of insurance on grain than now prevails, was brought before the Exchange towards the close of the year, and a committee has arranged with the Manitoba Board of Fire Underwriters to meet them and discuss a coupon system of insurance.

AUDITORS.

Messrs. S. W. Farrell and Robert Muir were appointed as auditors for the year.

STEPHEN NAIRN,
President.

CHARLES N. BELL,
Secretary.

RULES

Relating to sales for FUTURE DELIVERY, and DEFINITION OF TRADE TERMS as adopted by the Winnipeg Grain and Produce Exchange,

ADOPTED 13TH JANUARY, 1897.

1. When a contract shall mature on a Sunday or a legal holiday, delivery on such contract shall be made on the succeeding business day.

In all sales made under the terms of the Winnipeg Grain and Produce Exchange, the place of contract shall be accepted by both parties as Winnipeg, if not otherwise specified at the time of the making of such contract

2. Both parties to a contract may demand, at the time or subsequently, 10 cents per bushel margin, to be deposited and kept good—based on the market value—until the contract has been carried out. Margins so called for must be deposited in one of the regular chartered banks, to be named by the party calling for margins, within twenty-four hours after they are called for.

3. The bank receipt for margins deposited, shall be made payable to the buyer and seller jointly, and shall require the endorsement of both parties to the contract, or an order of the President of the Winnipeg Grain and Produce Exchange, endorsed on either the original or duplicate receipt, before the money can be drawn.

4. If any dispute arise as to market price for margin purposes the same shall be referred to the Call Board Committee whose decision shall be final.

5. The bank so agreed upon shall issue certificates in duplicate, not transferable, for all such deposits. Said Certificate shall state by whom the deposit was made and for whose security the same is held, that the deposit has been made under the rules of the Winnipeg Grain and Produce Exchange and is payable upon the return of the certificate or its duplicate, duly endorsed by the parties to the contract or contracts,

or an order of the President of the Winnipeg Grain and Produce Exchange, as provided by rule No. 3.

Said certificate shall be in the following form, to wit:

Original (or) Duplicate.

Not negotiable or transferable.

Winnipeg.

18

has deposited with

dollars, as margin or security on a contract or contracts between the depositor and which amount is payable on the return of the certificate or its duplicate fully endorsed by both of the above named parties, or on the order of the President of the Winnipeg Grain and Produce Exchange, endorsed on either the original or duplicate hereof, as provided by the rules of the said Exchange, under which the above named deposit has been made.

.....Cashier.

6. In case of failure to deposit as above, then the party calling the margin shall have the right to cover his or their contract at discretion, for account of the party failing to respond to the call for margin. In case of failure of any bank in which such margins shall have been deposited, the loss shall be borne by the party or parties to whom it may be found said margins are due, taking the average price of like deliveries on the day such bank failed as a basis of settlement.

7. In any case of a default of contract, on notice being given to the Secretary, he shall immediately summon a meeting of the Call Board Committee to whom the default shall be referred, and such Committee shall have power to either sell or buy the property defined in such contract so defaulted, or to fix a price as a basis for settlement on account of such a default.

FORM OF CONTRACT.

Winnipeg,

18

In consideration of one dollar in hand, the receipt of which is hereby acknowledged, have this day sold (or bought from) bushels of inspection, at cents per bushel, delivered at seller's option

This contract is made in view of, and in all respects subject to, the By-laws and Rules established by the Winnipeg Grain and Produce Exchange in force at this date.

C. I. F.

8. When a sale or contract is made designated by the initials "C. I. F.," it signifies that a sale is made at a price covering cost of articles sold, together with the expense of insurance and freight covering the property to the point of destination agreed upon by the contracting parties. The seller's portion of such a contract is completed when he shall have furnished evidence of loading the property, such evidence being a bill of lading, and also evidence of a contract for carriage from point of shipment to point of destination, accompanied by an insurance certificate issued by a company in good standing, insurance paid. From the time of furnishing these evidences of the seller's obligation, the total responsibility of the property rests absolutely with the purchaser, and the seller therefore is in every particular exempted, in fact and in terms, from liability of whatsoever name and nature, under such contract.

F. O. C.

9. These initials mean "free of charge." The charges indicated being:

(A) The back charges on the property, such as railroad freight, shunting and elevating.

(B) The current term of storage, the latter being according to the regulations of the elevator or warehouse in which the property is placed, except in case of any special arrangement made by the seller with the proprietors of such warehouse or elevator, when the buyer is to have the benefit of such arrangement, unless specially provided for otherwise. The property to be at buyer's risk of fire on delivery. The seller to give the buyer not less than five days free of storage from date of delivery.

All sales made without specific conditions will be considered as strictly free of charge (F.O.C.) The seller to be under no obligation to furnish conveyance.

F. O. B.

10. To be interpreted as Free on Board Sailing or Steam Vessel or Barge, such conveyance, unless specially agreed on, to be provided by the buyer. When being shipped into vessel, to be at buyer's risk ; and if not insured by him, the seller to be at liberty to insure the cargo, and to charge the same to the buyer.

F. O. B. CARS.

11. Cooperage of Flour under this term being always the duty, and at the expense of the seller, the same to apply to butter and other cask goods. "F.O.B.," simply, not to apply to sales in which the shipment is made by railroad cars, when the term will be distinctly "F.O.B. Cars," and in this case the seller has to provide the cars, and receive payment on presentation of proper documents.

IN STORE.

12. The term "in store" to mean that grain is free of all charges to the buyer. The seller to give the buyer not less than five clear days free of storage from date of delivery of documents.

ON TRACK.

13. This term to mean the delivery of the property in the cars of the railroad, in the yard, or on the track where such cars are ordinarily placed after arrival in the city, or at any station on the line of road where the sale may be made. The property to be free of charges in its then position, and delivery to be made by the Railroad advice note, with bill of lading properly endorsed to buyer, with freight and shunting charges duly receipted thereon. In case such advice note be not receipted, the freight and charges to be deducted from the invoice, unless satisfactory evidence is afforded the buyer that such charges are paid. Property to be at buyer's risk after delivery of order.

PROMPT SHIPMENT.

14. Prompt shipment shall be considered any time within 15 days, inclusive.

IMMEDIATE SHIPMENT.

15. Immediate shipment shall be considered any time within 5 days, inclusive.

IMMEDIATE DELIVERY.

16. Immediate delivery shall mean delivery on the same business day that sale is made.

FUTURE DELIVERY.

17. All sales for future delivery shall be at seller's option, unless otherwise stated.

CASH.

18. All sales to be for cash, and payment to be made on presentation of proper documents. Payment in all cases to be made within not less than 30 minutes before the closing hour of the bank on the day of presentation, unless by special agreement.

DELIVERY.

19. Delivery will be considered complete on presentation of proper documents on any business day before one o'clock p. m., except Saturday, when delivery shall be made before twelve o'clock noon, unless otherwise specified at the time of sale.

CAR LOADS.

20. When, car loads of Grain, Meal, Feed and other produce are purchased without any specified agreement as to quantity to be loaded in each, it will be understood that a Car-Load shall mean not less than the minimum capacity of the car.

When on a contract for a specified quantity of grain, delivery is made by presentation of car load documents, a margin of five per cent. (5%) of the quantity shall be allowed.

Grain Classification.

Extracts from the classification of wheat and other grain established by an Order of His Excellency the Governor General in Council, dated the 14th October, 1895.

SPRING WHEAT

No. 1 Manitoba hard wheat shall consist wholly of wheat grown in Manitoba and the North-west Territories of Canada, and shall be sound and well cleaned, weighing not less than sixty pounds to the bushel, and shall be composed of at least two-thirds of hard red Fyfe wheat. No wheat which has been subjected to scouring or brushing for the removal of smut or other fungoid growth, shall be included in this grade.

No. 2 Manitoba hard wheat shall consist wholly of wheat grown in Manitoba or the North-West Territories of Canada, and shall be sound and reasonably clean, weighing not less than fifty-eight pounds to the bushel, and shall be composed of at least two-thirds of hard red Fyfe wheat.

No. 1 hard white Fyfe wheat shall consist wholly of wheat grown in Manitoba or the North-West Territories of Canada, and shall be sound and well cleaned, weighing not less than sixty pounds to the bushel, and shall be composed of not less sixty per cent of hard white Fyfe wheat and shall not contain more than 25 per cent of soft wheat.

No. 1 Manitoba northern wheat shall consist wholly of wheat grown in Manitoba or the North-west Territories of Canada, and shall be sound and well cleaned, weighing not less than sixty pounds to the bushel, and shall be composed of at least fifty per cent of hard red Fyfe wheat.

No. 2 Manitoba northern wheat shall consist wholly of wheat grown in Manitoba and the North-West Territories of Canada, and shall be sound and reasonably clean, of good milling qualities, and fit for warehousing, weighing not less than fifty-eight pounds to the bushel, and shall be composed of at least fifty per cent of hard red Fyfe wheat.

No. 1 spring wheat shall be sound and well cleaned, weighing not less than sixty pounds to the bushel.

No. 2 spring wheat shall be sound and reasonably clean, weighing not less than fifty-eight pounds to the bushel.

No. 3 spring wheat shall comprise all wheat fit for warehousing, not good enough to be graded as No. 2, weighing not less than fifty-six pounds to the bushel.

Rejected spring wheat shall comprise all wheat fit for warehousing, but too low in weight or otherwise unfit to be graded as No. 3.

All good wheat that is slightly damp shall be reported and entered on the inspector's books as "no grade," with the inspector's notations as to quality and condition.

All wheat that is in a heated condition or too damp to be considered safe for warehousing, or that has any considerable admixture of foreign grain or seed, or is badly bin-burnt, whatsoever grade it might otherwise be, shall be reported and entered on the inspector's books as "condemned," with the inspector's notations as to the quality and condition.

Any material admixture of "rice wheat," otherwise known as "goose" or "California" wheat, or of red chaff wheat with other descriptions of wheat, shall exclude the parcel from inspection.

All wheat shall be weighed, and the weight per bushel entered on the inspection book.

OATS.

No. 1 oats shall be sound, plump, clean and free from other grain ;

No. 2 oats shall be sound, reasonably clean, and reasonably free from other grain ;

No. 3 oats shall be sound but not clean enough to be graded as No. 2 ;

Rejected oats shall include such as are damp, unsound, dirty, or from any other cause unfit to be graded as No. 2.

BARLEY.

No. 1 barley shall be plump, bright, sound, clean and free from other grain ;

N. 2 barley shall be reasonably clean and sound, but not bright and plump enough to be graded as No. 1, and shall be reasonably free from other grain, and weigh not less than forty-eight pounds to the bushel ;

No. 3 extra barley shall be in all respects the same as No. 2 barley, except in color, weight not less than forty-seven pounds to the bushel ;

No. 3 barley shall include shrunken or otherwise slightly damaged barley, weighing not less than forty-five pounds to the bushel ;

No 4 barley shall include all barley equal to No. 3, weighing less than forty-five pounds to the bushel ;

All barley which is damp, musty or from any cause badly damaged or largely mixed with other grain, shall be graded as "rejected."

PROVISIONS AS TO ALL GRAINS.

In the inspection of grain, inspectors are to be governed in their inspection of the foregoing classification by the standard samples selected by the Board appointed for that purpose. If, however, they are called upon to grade any wheat, which, as to weight, is not equal to the weight of such standard sample, they are not, if they deem it otherwise equal to the standard sample, to reduce the grade, provided the weight is equal to that required by the legal definition hereinbefore given.

Neither shall the inspectors decline to grade any wheat, other than No. 1 Manitoba hard, because it differs in its constituent parts from the standard sample, provided it is, in respect of soundness, cleanliness and the proportion of hard wheat contained therein, and its general milling qualities equal to the standard placed in their hands for their governance.

*Nor shall the restrictions mentioned in grade one as to scoured or brushed wheat apply to any of the other grades fixed hereby.

No grain that is warm or in a heating condition shall be graded.

No grain that has been subjected to treatment by use of lime or sulphur, shall be graded higher than No. 3.

All inspectors shall make their reasons for grading grain, when necessary, fully known by notation, on their books.

Samples furnished to inspectors shall be made to conform as strictly as possible to the conditions and terms specified in foregoing classification.

*NOTE—A Departmental instruction was issued in October, 1896, to all inspectors, to exclude scoured wheat from No. 2 and higher grades.

Manitoba's Grain Export.

WHEAT.

(INCLUDING FLOUR)

Crop (1886).....	4,000,000 bushels.	
" (1887).....	10,500,000	"
" (1888).....	4,000,000	"
" (1889).....	4,500,000	"
" (1890).....	11,500,000	"
" (1891).....	14,000,000	"
" (1892).....	14,000,000	"
" (1893).....	12,000,000	"
" (1894).....	15,000,000	"
" (1895).....	29,000,000	"
" (1896) (estimated).....	14,500,000	"

PERCENTAGE OF GRADES AS PER WINNIPEG INSPECTION.

[illegible]

WHEAT INSPECTED AT WINNIPEG.

Crop (1886).....	1,362,600 bushels.
" (1887).....	3,878,600 "
" (1888).....	2,183,350 "
" (1889).....	2,207,400 "
" (1890).....	6,630,000 "
" (1891).....	8,691,800 "
" (1892).....	7,228,650 "
" (1893).....	4,811,300 "
" (1894).....	5,375,500 "
" (1895).....	9,042,800 "

Balance of wheat went out as flour, or was inspected at Fort William.

CROP, 1896.

Return for six months, ending 31st December, 1896, of the inspection at Winnipeg.

	1892	1893	1894	1895	1896	
Extra Hard)						
No. 1 Hard)	8	53	76	31	55	per cent.
N. 2 Hard.....	36	26	3	15	19½	"
No. 3 Hard.....	—	—	—	—	8	"
No. 1 and 2 Northern	10	6	8	7	6	"
Other grades.....	46	15	13	47	11½	"
	<u>100</u>	<u>100</u>	<u>100</u>	<u>100</u>	<u>100</u>	

Quantity inspected of 1896 crop prior to 31 December, 1896, at Winnipeg, 4,704,050.

Grain Storage Capacity.

Including Port Arthur, Fort William, Keewatin and points in Manitoba and the Territories.)

ON, OR ADJACENT TO LINES OF RAIL.

1891	7,628,000 bushels.
1892	10,366,800 "
1893	11,467,100 "
1894	11,817,100 "
1895	12,000,000 "
1896	13,873,600 "
1897	14,999,300 "

Note—Warehouses other than elevators marked "W."

C. P. Ry. MAIN LINE.

STATION.	OWNER OR LESSEE.	CAPACITY BUSHELS.
PORT ARTHUR	Canadian Pacific Railway Co	315,000
"	Marks, T. & Co.....	W 150,000
FORT WILLIAM	Canadian Pacific Railway Co A	1,250,000
"	"	B 1,250,000
"	"	C 1,500,000
KEEWATIN	Lake of the Woods Milling Co.	750,000
WINNIPEG	Ogilvie Milling Co.....	320,000
"	Northern Elevator Co.....	140,000
POPLAR POINT.....	Francis, B.....	8,000
HIGH BLUFF.....	Dilworth, J.....	27,000
"	Ogilvie Milling Co	20,000
"	Northern Elevator Co	20,000
PORTAGE LA PRAIRIE.	Lake of the Woods Milling Co.	175,000
"	"	" W 7,000
"	T. H. Metcalfe.....	W 15,000
PORTAGE LA PRAIRIE.	Farmers Elevator Co	110,000
"	Ogilvie Milling Co	32,000
"	Patterson, H. S	20,000

BURNSIDE	Farmers Elevator Co.....	27,000
BAGOT	Phillips & Richardson.....	21,000
MCGREGOR	Northern Elevator Co.....	24,000
"	Rogers, H..... w	4,000
AUSTIN	Clifford, W.....	30,000
"	Roblin, R. P.....	25,000
"	Kellet, T H..... w	3,600
SIDNEY	Northern Elevator Co.....	30,000
"	" "..... w	3,000
"	Rogers, G..... w	1,500
CARBERRY	Lyons, R. F.....	55,000
"	Northern Elevator Co.....	35,000
"	Lake of the Woods Milling Co	35,000
"	Ogilvie Milling Co.....	35,000
"	Rogers, Geo.....	25,000
DOUGLAS	Lake of the Woods Milling Co	35,000
"	Greenwood, T.....	30,000
"	Northern Elevator Co.....	30,000
SEWELL	Muir, R & Co..... w	3,000
"	Kellet, T H.....	30,000
"	" "..... w	3,000
"	Northern Elevator Co.....	25,000
CHATER	Farmers Elevator Co.....	30,000
"	Lake of the Woods Milling Co	25,000
BRANDON	Parrish & Lindsay.....	60,000
"	Farmers Elevator Co.....	50,000
"	Alexander Kelly & Co.....	125,000
"	D. H. McMillan & Co.....	40,000
"	Ogilvie Milling Co.....	35,000
"	Riesberry, J. M.....	15,000
KEMNAY	Farmers Elevator Co.....	33,000
"	Ogilvie Milling Co.....	30,000
ALEXANDER	Farmers Elevator Co.....	30,000
"	Fenwick, A.....	30,000
"	Ogilvie Milling Co.....	10,000
GRISWOLD	Lake of the Woods Milling Co	35,000
"	Chisholm, A D.....	30,000
"	Ogilvie Milling Co.....	20,000
OAK LAKE	Leitch Bros.....	35,000
"	" "..... w	20,000
"	Roblin, R. P.....	25,000
"	Ogilvie Milling Co.....	20,000
VIRDEN	Northern Elevator Co.....	35,000
"	Union Bank.....	35,000

VIRDEN.....	Lake of the Woods Milling Co	35,000
“	Ogilvie Milling Co.....	33,000
“	Virden Milling Co	17,000
HARGRAVE.....	Holmes, A E.....	35,000
“	Northern Elevator Co..... w	4,000
ELKHORN	Lake of the Woods Milling Co	35,000
“	Ogilvie Milling Co.....	20,000
“	Northern Elevator Co.....	37,000
FLEMING.....	Lake of the Woods Milling Co	45,000
“	Pierce, S.....	9,000
“	Brigham & James..... w	7,000
“	Northern Elevator Co	6,000
“	Sharpe, Jas	w 6,000
MOOSOMIN.....	Farmers Elevator Co	40,000
“	Ogilvie Milling Co.....	35,000
“	Brigham & James	30,000
“	Lake of the Woods Milling Co	45,000
WAPELLA	Knowles, A..... w	7,000
“	Nixon, K	w 7,000
“	Northern Elevator Co	w 3,000
“	Shaw, Jas	w 2,000
WHITEWOOD.....	Street, R	w 4,000
“	Northern Elevator Co	w 2,800
BROADVIEW	Thorburn & Sons	w 6,000
GRENFEL	Grenfel Elevator Co	25,000
WOLSELEY	Wolseley Milling Co	15,000
“	Ogilvie Milling Co.....	16,000
SINTALUTA.....	“ “	35,000
“	“ “	w 4,000
“	Farmers Elevator Co.....	30,000
INDIAN HEAD.....	“ “	30,000
“	Bell, W. R.....	30,000
“	Lake of the Woods Milling Co	25,000
“	Canadian Alliance Farm Co..	15,000
QU'APPELLE.....	Northern Elevator Co.....	25,000
BALGONIE	Farmers Elevator Co	30,000
“	Parish & Lindsay.....	12,000
REGINA.....	“ “	60,000
“	Western Milling Co.....	25,000
“	“ “	w 8,000
PENSE.....	Spring-Rice, G.....	20,000
MOOSE JAW.....	Ogilvie Milling Co.....	15,000
“	Baker, E. A. & Co.....	12,000
“	Bogne & McDougall	w 2,000

MOOSE JAW.....	Glass, A. C	w	2,000
"	Hitchcock & Annable	w	10,000

C. P. R. PEMBINA BRANCH.

MORRIS	Ogilvie Milling Co.....		35,000
"	"	w	10,000
"	Commercial Bank		8,000
ROSENFELD.....	Ogilvie Milling Co		15,000
"	Lake of the Woods Milling Co		12,000
ALTONA	"		45,000
"	Ogilvie Milling Co		46,000
"	Schwarz, J.....		25,000
"	Livingston, J. & J	w	10,000
"	Ritz & Widmeyer.....	w	6,000
GREYNA	Ogilvie Milling Co.....		44,000
"	McBean Bros.....		30,000
"	Lake of the Woods Milling Co.....		20,000
"	Roblin, R. P.....		25,000
"	Livingston, J. & J	w	10,000
"	Body & Noakes.....	w	7,000
PLUM COULEE.....	Ogilvie Milling Co.....		40,000
"	Wagner Bros.....		30,000
"	"	w	9,000
"	Bowman, N.....		25,000
"	Lake of the Woods Milling Co		20,000
"	Livingston, J. & J	w	5,000
WINKLER	Winkler & Stodders		75,000
"	Ogilvie Milling Co		30,000
"	McMillan, D. H. & Co.....		20,000
"	Lake of the Woods Milling Co.....		40,000
"	Livingston, J. & J.....	w	5,000
MORDEN	Farmers Elevator Co		40,000
"	Ogilvie Milling Co		45,000
"	Northern Elevator Co		35,000
"	McMillan, D. H. & Co.....		25,000
"	Commercial Bank		16,000
"	Lake of the Woods Milling Co.....		45,000
"	Canadian Pacific Railway Co.....	w	4,000
"	Body & Noakes	w	3,000
THORNHILL.....	Lake of the Woods Milling Co.....		18,000
"	Ogilvie Milling Co.....		18,000
"	Weldon, J. H.....	w	3,000

DARLINGFORD	Roblin, R. P	w	2,500
MANITOU	Ironside, R		45,000
"	Chalmers Bros. & Bethune		40,000
"	Ogilvie Milling Co		35,000
"	Lake of the Woods Milling Co		45,000
"	Canadian Pacific Railway Co	w	2,000
LA RIVIERE	Moheral & Ironside		30,000
"	Chalmers Bros. & Bethune		35,000
PILOT MOUND	Ogilvie Milling Co		35,000
"	"	w	6,000
"	Chalmers Bros. & Bethune		25,000
"	"	w	6,000
"	Donald & Fraser		25,000
"	Dow & Curry	w	12,000
CRYSTAL CITY	Ring & Parr		30,000
"	Greenway, T		20,000
CLEARWATER	Chalmers Bros. & Bethune		30,000
"	Rogers, R	w	12,000
CARTWRIGHT	Young Bros		30,000
HOLMFIELD	Harrison Bros		28,000
KILLARNEY	Young & Buck		25,000
"	Harrison Bros		30,000
"	Farmers Elevator Co		30,000
NINGA	Roblin, R. P		25,000
"	Martin, R. D. & Co		30,000
"	Lake of the Woods Milling Co		45,000
BOISSEVAIN	Patrons of Industry		45,000
"	Hurt & McKay		35,000
"	Nichol, E. & Son		25,000
"	Tatchell, E. B.		25,000
"	"	w	5,000
"	Cole, F. F		25,000
"	"	w	4,000
"	Lake of the Woods Milling Co		50,000
"	Ogilvie Milling Co		40,000
WHITEWATER	Cole, F. F		20,000
"	Martin, R. D. & Co		20,000
"	Northern Elevator Co		25,000
DELORAINÉ	Commercial Bank		30,000
"	Young, C. A		30,000
"	Ogilvie Milling Co		25,000
"	Deyell & Co		25,000
"	Roblin, R. P		25,000

C. P. R. SOURIS AND GLENBORO BRANCHES.

BERESFORD	Parrish & Lindsay	25,000
"	"	w 3,000
SOUR S	McCulloch & Harriett	75,000
"	Deyell & Co	40,000
"	Lake of the Woods Milling Co	35,000
"	Sowden, W. F	30,000
"	Martin, R. D., & Co	25,000
MENTEITH	McCulloch & Harriett	30,000
HARTNEY	Lake of the Woods Milling Co	35,000
"	Northern Elevator Co	35,000
"	Bateman & Chaplin	35,000
"	Ogilvie Milling Co	30,000
LAUDER	"	20,000
"	Scott, Samuel	25,000
NAPINKA	Northern Elevator Co	25,000
"	Roblin, R. P.	25,000
MELITA	Martin, R. D & Co	35,000
"	Lake of the Woods Milling Co	45,000
"	Ogilvie Milling Co	15,000
PIERSON	"	w 5,000
"	Gould & Elliott	w 1,500
"	Martin, R. D. & Co	25,000
GAINSBOROUGH	"	35,000
"	Shearer, Wm.	w 3,000
"	Henry, W.	w 3,000
"	Commercial Bank	w 5,000
CARIEVALE	Carnduff Mill & Elevator Co.	27,000
"	Martin, R. D. & Co	28,000
"	"	w 3,000
"	Smith, R.	w 2,000
CARNDUFF	Carnduff Mill & Elevator Co.	35,000
"	Martin, R. D. & Co	25,000
OSBOW	Carnduff Mill & Elevator Co.	26,000
"	Northern Elevator Co	20,000
"	"	w 5,000
"	Thompson, T. T.	w 5,000
"	Hopper Bros	w 1,200
ALAMEDA	McEwan, D. A.	w 2,500
"	Hopper, A. R	w 1,200
"	Martin, R. D. & Co	w 2,000
"	"	30,000
DELEAU	Northern Elevator Co	30,000

DELEAU	Lake of the Woods Milling Co	w	5 000
FINDLAY	Keller, T. H.	w	1,000
"	Deyell & Co.	w	1,000
PIPESTONE	Martin, R. D. & Co.		30,000
"	Deyell & Co.	w	5,000
RESTON	Lake of the Woods Milling Co		40,000
"	Martin, R. D. & Co.		30,000
"	Farmers Elevator Co.		30,000
"	Deyell & Co.	w	6,000
CARMAN	Farmers Elevator Co.		60,000
"	Roblin, R. P.		30,000
"	Lake of the Woods Milling Co		22,000
"	Ogilvie Milling Co.		35,000
RATHWELL	Kane, A. M.		30,000
"	Alexander, R. S.	w	5 000
TREHERNE	Farmers Elevator Co.		65,000
"	Northern Elevator Co.		35,000
"	Grey, W. & J. G.		30,000
HOLLAND	Farmers Elevator Co.		30,000
"	Northern Elevator Co.		25,000
"	Lake of the Woods Milling Co		20,000
"	Ogilvie Milling Co.		40,000
CYPRESS RIVER	"		35,000
"	Farmers Elevator Co.		30,000
"	Owen, R.	w	3,000
"	Crighton, A.	w	3,000
GLENBORO	Farmers Elevator Co.		40,000
"	Ogilvie Milling Co.		40,000
"	Northern Elevator Co.		30,000
"	Logan & Co.		15,000
STOCKTON	Reid & Co.		18,000
"	"	w	6,000
TREESBANK	Lake of the Woods Milling Co		45,000
"	Clark, J. H.	w	5,000
METHVEN	Lake of the Woods Milling Co		35,000
"	Banting, T. E.		20,000
"	Ogilvie Milling Co.		36,000
"	Commercial Bank.	w	1 500
NESBITT	Northern Elevator Co.		25,000
"	Martin, R. D. & Co.		25,000
CARROLL	Lake of the Woods Milling Co		45,000
"	Parrish & Lindsay.		25,000
"	"	w	5,000

OTHER C. P. R. BRANCHES.

ST. BONIFACE.....	Turner, A.....	w	20,000
NIVERVILLE	Ogilvie Milling Co		10,000
OTTERBURNE	McVicar, J.....	w	6,000
"	Carey, P.....	w	3,000
DOMINION CITY.....	Waddell, J.....		25,000
"	Lake of the Woods Milling Co		25,000
"	Maynes, S.....	w	3,000
EMERSON	Griffith, W. L.....		25,000
"	Ogilvie Milling Co.....		40,000
"	"		12,000
STONEWALL	"		32,000
"	Roblin, R. P.....	w	6,000
"	Toombs, R. M.....	w	5,000
"	Musgrove, G. & Co	w	5,000
WEST SELKIRK.....	Selkirk Milling Co.....	w	3,000
LUMSDEN	Phillips & Richardson.....		10,000
"	McNeice, T. J.	w	4,000
"	Smith, E. W.....	w	3,500
PRINCE ALBERT.....	Hudson's Bay Co.....		20,000
"	Gordon & Ironside.....	w	12,000
"	McLeod, S.....	w	10,000
WETASKIWIN	West, J.....	w	15,000
LACOMBE	Stewart, D. G. & Co.....	w	15,000
EDMONTON	Brackman & Kerr.....		34,000
"	Parish, S	w	10,000
"	Edmonton Milling Co.....		34,000

Total Canadian Pacific Railway..... 12,695,800

NORTHERN PACIFIC RAILWAY.

WINNIPEG.....	Hudson's Bay Co.....		70,000
MORRIS	Northern Elevator Co....		30,000
"	"	w	4,000
ST. JEAN.....	"		30,000
LETELLIER	"		12,000
"	"		15,000
WEST LYNNE.....	"		70,000
"	Pocock & McGowan		10,000

UNION POINT.....	Northern Elevator Co....	w	2,500
SOMERSET.....	" ".....	w	2,500
".....	Turner, A.....	w	12,000
SWAN LAKE.....	Northern Elevator Co.....	w	2,500
BLAKE SIDING.....	Blake, M.....	w	4,000
PORTAGE LA PRAIRIE.....	Phillips & Richardson.....	w	4,000
" ".....	" ".....	w	6,000
ROLAND.....	Northern Elevator Co.....		0,000
".....	Ionside & Kerr.....		30,000
ROSEBANK.....	Carson, Wm.....		25,000
MIAMI.....	Carson Bros.....		30,000
".....	Northern Elevator Co.....		30,000
ALTAMONT.....	H. Histon, E.....	w	6,000
GREENWAY.....	Northern Elevator Co.....		30,000
MARIAPOLIS.....	Farmers Elevator Co.....	w	5,000
BELMONT.....	Northern Elevator Co.....		30,000
".....	Martin, R. D. & Co.....		30,000
ASHDOWN.....	Northern Elevator Co.....		20,000
WAWANESA.....	Northern Elevator Co.....		30,000
".....	Roblin, R. P.....		40,000
".....	Russell & Snider.....	w	3,000
ROUNTHWAITE.....	Northern Elevator Co.....		30,000
MARTINVILLE.....	" ".....		12,000
BALDUR.....	Roblin, R. P.....		40,000
".....	Farmers Elevator Co.....		40,000
HILTON.....	Northern Elevator Co.....		14,000
".....	Roblin, R. P.....		40,000
OAKVILLE.....	Phillips & Richardson.....		20,000
".....	Sparling & Ionside.....	w	2,500
ROSEBANK.....	E. D. More & Co.....	w	2,500
".....	Northern Elevator Co.....		15,000
".....	Nichol, Thos.....		30,000
MYRTLE.....	Northern Elevator Co.....	w	5,000
".....	" ".....	w	2,500
ELLIOTT'S.....	Elliott & Co.....	w	5,000
BRANDON.....	Roblin, R. P.....		40,000

Total, Northern Pacific Ry..... 912,000

GREAT NORTH-WEST CENTRAL RAILWAY.

FORREST.....	Matheson, T. S.....		25,000
".....	".....	w	2,000

FORREST	Campbell, K	w	4,000
VARCOE	Northern Elevator Co.	w	2,000
PETTAPIECE	Ogilvie Milling Co		33,000
"	Northern Elevator Co.	w	5,000
OAK RIVER	Ogilvie Milling Co.		33,000
"	Parish & Lindsay		40,000
HAMIOTA	"		40,000
"	Ogilvie Milling Co.		33,000
"	Armstrong & Basler		30,000
"	"		30,000
"	McKenzie, F. B.	w	4,000
"	Northern Elevator Co.		25,000
Total, Great North West Central Ry.			306,000

MANITOBA AND NORTHWESTERN RAILWAY.

GRAVEL PIT SIDING	Phillips & Richardson		7,500
MACDONALD	Northern Elevator Co.		15,000
"	Lake of the Woods Milling Co		32,000
"	Paterson, H. S.		35,000
GLADSTONE	Northern Elevator Co.	w	3,500
"	Broadfoot, P.	w	4,500
"	Pearson, F. E.	w	2,500
"	Bailey, W. S.	w	3,000
"	Williams, A. G.	w	4,500
MIDWAY	Northern Elevator Co.		12,000
"	"	w	3,500
"	O'Reilly, E.		10,000
"	Ogilvie Milling Co.		40,000
ARDEN	Northern Elevator Co.		15,000
"	Wilson, Moore & Co.		20,000
"	Lake of the Woods Milling Co		40,000
NEEPAWA	Ennis, R. C.		60,000
"	"		75,000
"	Muir, R. & Co		30,000
"	Ogilvie Milling Co		50,000
"	O'Reilly, E.		20,000
"	Northern Elevator Co.		12,000
"	"		14,000
"	Lake of the Woods Milling Co		50,000

FRANKLIN.....	Ogilvie Milling Co.....	16,000
"	Sirrett, E. J..... w	8,500
"	Northern Elevator Co.....	25,000
"	Lake of the Woods Milling Co	40,000
"	Campbell, R. L	16,000
MINNEDOSA	Ogilvie Milling Co	33,000
"	Ennis, R. C.....	25,000
"	Wake, John..... w	7,500
"	Pearson, E..... w	8,000
"	Northern Elevator Co..... w	7,000
RAPID CITY.....	Farmers Elevator Co	35,000
"	McCulloch, G. & Co.....	35,000
"	Northern Elevator Co..... w	12,000
"	Warren, John..... w	5,500
"	McCulloch, G & Co..... w	6,000
"	" "	10,000
BASSWOOD.....	Northern Elevator Co..... w	3,500
"	Cockman, Isaac..... w	7,500
NEWDALE	Northern Elevator Co w	3,500
"	Lake of the Woods Milling Co w	15,000
"	Cook, J. L	7,000
STRATHCLAIR	Stewart, R.....	16,000
"	Northern Elevator Co w	3,500
SHOAL LAKE....	Muir, R. & Co	30,000
"	Marshall, A..... w	7,500
"	"	3,500
"	Rowcliffe, Geo..... w	7,000
KELLOE.....	Marshall, A..... w	6,000
SOLSGIRTH	Leese, T	3,500
"	Marshall, A..... w	5,000
BIRTLE	Northern Elevator Co..... w	6,500
"	Arrow Milling Co..... w	10,000
FOXWARREN	Laycock, A..... w	7,500
"	Almack, T..... w	3,000
BINSCARTH.....	Northern Elevator Co..... w	3,500
"	Crerar, A. S.....	6,000
"	Waller, Wm..... w	3,500
RUSSELL.....	Northern Elevator Co..... w	3,000
"	Kippan, J. D..... w	7,000
"	Simpson, M..... w	9,000
"	Boulton, J. G..... w	5,000

SALTCOATS.....	Carleton, T.....	w	3,000
YORKTON.....	Hopkins & Meredith.....	w	3,500

Total Man. & N. W. Ry..... 1,037,500

LAKE MANITOBA RAILWAY AND CANAL Co

OGILVIE	Farmers Elevator Co.....	w	3,000
PLUMAS	Northern Elevator Co		25,000
DAUPHIN	McIntosh, Capt. D.....	w	5,000
"	Pearson, H J	w	5,000
"	Hedderly, J. E	w	5,000
"	Campbell, G. A.....	w	5,000

Total 48,000

TOTALS

Canadian Pacific Railway	- -	12,695,800
Northern Pacific Railway	- -	912,000
Great North West Cen. Ry.	- -	306,000
Man. & N. W. Railway	- - -	1,037,500
Lake Manitoba Ry. & Canal Co.	-	48,000
Grand Total		14,999,300

FLOUR MILLS.

STATIONS.	OWNER.	DAILY CAPACITY BLS.
KEEWATIN	Lake of the Woods Milling Co .	2,300
WINNIPEG	Ogilvie Milling Co.....	2,500
“	Hudson's Bay Co.	200
MARQUETUE	Cahoon, W. R.	50
PORTAGE LA PRAIRIE..	Lake of the Woods Milling Co..	700
“ .....	.. Farmers Mill Co.	150
MCGREGOR	Rogers, H.	125
AUSTIN	Clifford, W.	150
CARBERRY	Rogers, G.	125
BRANDON	Kelly, A. & Co.	350
OAK LAKE	Leitch Bros.	250
VIRDEN	Virden Mill Co.	50
ELKHORN	Elkhorn Mill Co.	75
WAPELLA	Hughes, Hart & Morris	75
WHITEWOOD	Greay, W. & J. G.	50
WOLSELEY	Wolseley Mill Co.	100
FR. QU'APPELLE.....	Joyner & Elkington.....	100
REGINA	Western Mill Co.	125
GRETNA	Friesen, J. P. & Son	100
PLUM CREEK	Giesbrecht & Wiens	100
WINKLER	Winkler & Peters	125
MORDEN	Fraser & Son	125
MANITOU	Watts, A. & Co.	100
LARIVIERE	Grant H. W. T.	75
PILOT MOUND	White, G.	50
CRYSTAL CITY	Greenway, T.	100
KILLARNEY	Young & Buck	100
BOISSEvain	Hurt & McKay	200
SOURIS	McCulloch & Herriott	125
HARTNEY	Hammond & Leckie	150
LAUDER	Morrison, J.	40
MELITA	Ferguson & Bulloch	150
OXBOW	Greer, Nesbitt & Leitch	75
TREHERNE	Greay, W. & J. G.	125
HOLLAND	Moir, J.	50
GLENBORO	Cochrane, J. W.	150
STONEWALL	Rutherford & Co.	75
W SELKIRK	Selkirk Mill Co.	50
DUCK LAKE	Stobart, W. & Co.	15
PRINCE ALBERT	Kidd, J.	100
“	Hudson's Bay Co.	100

CALGARY	Donald McLean	100
INNISFAIL	Andrews, A.	100
EDMONTON	Ritchie, J. & R.	75
"	Fraser & Co.	25
ST. JEAN	St. Jean Mill Co	75
WEST LYNNE	Pocock & McGowan	100
WAWANESA	Russell & Snider	100
BALDUR	Band & McDonnell	75
HAMIOTA	Armstrong & Basler	75
GLADSTONE	R. Muir & Co.	150
ARDEN	Wilson, Moore & Co.	100
NEEPAWA	Beautiful Plains Mill Co	150
MINNEDOSA	F. & E. Pearson	75
RAPID CITY... ..	G. McCulloch & Co.	150
BIRTLE	Arrow Mill Co.	100
MILLWOOD	H. B. Mitchell	100
ASSISSIPPI	H. Gill	50
RUSSELL	J. G. Boulton	60
Total		11,415

OATMEAL MILLS.

PLACES.	OWNER.	BBLs PER DAY
WINNIPEG	S. Nairn	75
PORTAGE LA PRAIRIE.	Metcalf, T. H.	75
BRANDON	A. Kelly & Co.	100
PILOT MOUND	Dow & Curry	100
EDMONTON	Brackman & Ker	75
Total		425

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Eleventh Annual Report

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Winnipeg Grain *and* Produce Exchange



PRESENTED TO THE ANNUAL MEETING HELD
JANUARY 11th, 1899.

WINNIPEG:

THE STOVEL CO., PRINTERS.

1899.

Eleventh Annual Report

OF THE

Winnipeg
Grain and Produce
Exchange.

Presented to the Annual Meeting, held
January 11th, 1899.

WINNIPEG.
THE STOVEL CO. PRINT.

1899.

Winnipeg Grain and Produce Exchange.

Past Presidents.

HON. D. H. McMILLAN, 1887-8.

SAMUEL SPINK, 1889.	N. BAWLF, 1890.
F. W. THOMPSON, 1891.	J. A. MITCHELL, 1892.
ARTHUR ATKINSON, 1893.	S. A. MCGAW, 1894.
G. R. CROWE, 1895.	STEPHEN NAIRN, 1896.
N. BAWLF, 1897.	R. MUIR, 1898.

1899.

President.

JOSEPH HARRIS.

Vice-President.

W. L. PARRISH.

Secretary-Treasurer.

CHAS. N. BELL.

Council.

JNO. LOVE.	R. P. ROBLIN.	J. K. MCLENNAN.
WM. MARTIN.	S. SPINK.	ROBERT MUIR.
F. W. THOMPSON.	S. A. MCGAW.	S. NAIRN.
ALEX. REID.	R. D. MARTIN.	

Arbitration Committee.

L. A. TILLEY.	ROBERT MUIR.	D. G. McBEAN.
S. NAIRN.	W. A. WALKER.	H. S. PATERSON.
	ARCH. McBEAN.	

Committee of Appeals.

F. W. THOMPSON.	N. BAWLF.	S. P. CLARK.
R. P. ROBLIN.	WM. MARTIN.	S. A. MCGAW.
	W. C. GRAHAM.	

338.1
W731
v. 11

List of Members.

January 11th, 1899.

NAME.	RESIDENCE.
Adamson, A. J.	City.
Allan, W. R.	City.
Atkinson, Arthur	City.
Austin, A. W.	Toronto.
Archibald, A. C.	City.
Alexander, R. S. (estate of)	Treherne.
Baird, John	City.
Baker, T. B.	Moosejaw.
Bawlf, N.	City.
Bawlf, D.	City.
Bawlf, W. J.	City.
Beech, Wm.	City.
Bell, C. N.	City.
Blackadar, Wm.	Dauphin, Man.
Black, W. A.	City.
Boston, Graham	City.
Bready, T. T. W.	City.
Brigham, I. R.	Moosomin.
Buchanan, D. W.	City.
Burch, A. E.	City.
Campbell, R. L.	Franklin, Man.
Cavanagh, A.	Toronto.

NAME.	RESIDENCE.
Orr, Malcolm	Glenboro, Man.
O'Brien, J. D.	City.
O'Reilly, E.	City.
Parrish, W. L.	City.
Paterson, H. S.	City.
Postlethwaite, Wm.	Brandon.
Pritchard, D.	Carman.
Reid, Alex.	City.
Ritchie, Robt.	S. Edmonton.
Roblin, R. P.	City.
Rogers, Robt.	City.
Ross, I. M.	City.
Rutherford, W. T.	City.
Simpson, F. G.	City.
Spink, Samuel	City.
Sprague, D. E.	City.
Steele, C. H.	City.
Scott, S.	Lauder.
Thompson, F. W.	City.
Thompson, Jno. A.	Elgin, Man.
Thompson, Thos.	City.
Thomson, E.	City.
Tilley, L. A.	City.
Walker, W. A.	City.
Watson, W. W.	City.
Whitla, R. J.	City.
Wickson, A.	City.
Young, C. A.	Deloraine.

President's Address.

Winnipeg, Jan. 11th, 1899.

*To the Officers and Members of the Winnipeg Grain and
Produce Exchange :*

GENTLEMEN, —

As the term for which I was elected President has now expired, I desire briefly to review matters of interest to the trade suggested by the past year's operations.

THE CROP.

A favorable spring, resulting in early seeding, was followed by a period of dry weather, which retarded the growth of the grain to such an extent that at one time it was feared the crop would be an almost total failure. Rains came, however, in time to revive and mature the grain, resulting in the harvesting of the largest crop ever produced in Manitoba and the Northwest Territories. Experts estimated the crop of wheat at about 30,000,000 bushels. Later, the Manitoba Government Crop Report made the yield of wheat for the Province to be 25,313,745 bushels. In the absence of crop reports from the Northwest Territories nothing can be stated officially as to the yield in the Territories. It is a cause of congratulation that even if the total yield is not likely to be as high as the early estimates, still our farmers have harvested the largest crop on record for the Northwest. The

acreage has been largely increased, and, at the same time, the farmers are fallowing more land than ever before. This, with the large area of new land broken, will, I am convinced, result this year in a larger acreage under crop than ever before.

CONDITION OF CROP.

While our crop was large, it is a matter of regret that owing to rains and cloudy weather during harvest time it was not taken off in as good condition as might have been hoped for; a large per centage being damp, resulting in great loss to farmers and dealers. The quantity of damaged grain has been so large, and the danger of total loss so great, that grain-drying plants were a necessity. A number of firms, recognizing this, have, at great expense, installed plants; and I trust that the bulk of the crop can be made marketable.

RAILWAY RATES.

The Canadian Pacific Railway Company, in accordance with an agreement with the Dominion Government, have reduced the rates on grain to Fort William $1\frac{1}{2}$ c. per 100 lbs. This allows of better prices being paid our farmers. Export Rates—Fort William to the seaboard—have been reduced, but not sufficiently to enable the trade to export all rail at a profit; and consequently a comparatively small movement has resulted. The stop-over charge made by the C. P. R. for all-rail shipments out of Port Arthur, in addition to regular elevator charges, also bears heavily on the trade, and should be removed.

GRAIN STANDARDS BOARD.

The Board met at the usual time; but owing to the backward season, proper samples of damaged wheat were not to

hand. Standards for such grain will likely be prepared by a committee of the Board, to be known as No. 1 and No. 2 "Special." I may here call attention to the fact that the Exchange has not a representative on the Standards Board.

RAILWAY AND ELEVATOR FACILITIES.

During the past season 180 miles of railroad were constructed, affording needful accommodation to outlying districts. The elevator system has been extended in every direction. The total capacity of elevators in Manitoba and Northwest Territories is now 19,958,000 bushels; an increase of 1,579,500 bushels over that of last year.

MEMBERSHIP.

The increased membership has been satisfactory; but members should interest themselves in increasing the number of associates. Some non-active members have transferred their seats to persons engaged in the grain business.

It is with sorrow that we record the death of two of our members, Mr. S. W. Farrell and Mr. R. S. Alexander, both of whom died from injuries received on railways.

FINANCES.

The year's operations have been closed with all accounts paid, and a large cash balance is carried forward, as will be seen by the Treasurer's Report.

NEW ROOMS.

Mr. Bawlf having proposed to erect a new Exchange Building, your Council entered into an agreement with him by which we have secured improved accommodation, and control of the Market Report service in the building. This agreement has already, and will, no doubt, to a great extent

in the future, result in financial benefit to the Exchange. The arrangement made is, as to rental and occupation, in conjunction with the Board of Trade.

BY LAWS AND RULES.

Some amendments to our By-Laws and Rules have been made. The Council has directed that the various changes made during past years, and since the last issue, be consolidated and printed in a separate cover for the use of members and the grain trade generally.

As in past years, disputes which have arisen between members have been submitted for arbitration, thus avoiding expensive law suits. Our Exchange Rules facilitate transactions in grain ; and I think in their own interests every grain dealer in Manitoba and the Northwest Territories should secure a seat in the Exchange.

BANKING FACILITIES.

During the past season nearly all the chartered banks represented in Winnipeg have established branches at country points. These agencies are a great convenience to business men, and proof of the faith that Canadian financial men have in the progress, and development of the natural resources of the Northwest.

IMMIGRATION.

Government reports show that some 28,000 immigrants have arrived in Manitoba and the Northwest Territories during the year 1898. As most of these are farmers, we may reasonably hope that in the near future our annual export of wheat will reach 100,000,000 bushels, which will tax the transportation facilities of all railways—present and prospective.

FORT WILLIAM NAVIGATION.

Your Secretary was directed to interview the Minister of Public Works at Ottawa, asking the Government to provide means to extend the season of navigation at Fort William, by keeping the river there clear of ice to the last possible date. The result was disappointing, as the Minister of Public Works failed to grasp the idea outlined in our representations that at a small expenditure the river could be kept open until the date that the Sault River and Canal freeze up, thus allowing large quantities of grain to go forward by boat which otherwise must remain at Fort William until the following May, or to be shipped all-rail to the seaboard at a heavy loss to shippers. Our members were anxious to have Fort William harbor kept open as long as the harbor of Duluth. The Minister of Public Works seemed to think that it was contrary to the will of Providence that any such attempt should be made. At the present time a proposition is under consideration by which millions of dollars would be spent to improve harbors and railways in Ontario for the purpose of retaining the grain trade to Canadian ports ; yet the small amount required for improvements at Fort William has been refused. I trust the Dominion Government will deal with this matter during this year in a more practical way than they have dealt with it in the past.

It has been a pleasure to me to act as your President during 1898, and before vacating the chair I desire to express my appreciation of the honor conferred upon me, and the uniform courtesy and good-will extended to me during my term of office by every member of the Exchange.

I wish you all a happy and prosperous New Year.

ROBERT MUIR,
President.

Report of Council.

To the Members of the Winnipeg Grain and Produce Exchange.

GENTLEMEN—

Your Council beg to present their Eleventh Annual Report.

CALL BOARD.

The Council, in accordance with the By-Laws of the Exchange, immediately after the last annual meeting, elected the following as members of the Call Board Committee, viz.: Messrs. S. W. Farrell (Chairman), F. W. Thompson, H. D. Metcalfe, S. Spink, and Joseph Harris. Beyond routine business, nothing has come before the Committee worthy of report.

ARBITRATIONS.

Several cases of dispute between members were voluntarily submitted for settlement to arbitration boards, and in all cases the awards were accepted without appeal being taken. In one case the Council were asked to require a member to arbitrate, but had to reject the demand as they could not find that a reasonable cause for compulsory arbitration was advanced. In another case where a request for compulsory arbitration was made, the Council required both parties to the dispute to submit their difference to the Committee on Arbitration for settlement and the award made was promptly accepted by both litigants.

*

SEED GRAIN SAMPLES.

At the request of the railroad companies and agreement with the Provincial Department of Agriculture, the Exchange again undertook and carried out the work of providing railway agents throughout the Province with samples of good seed grain, for the purpose of securing special rates of freight on consignments of seed grain.

TRANSFER OF SEATS.

During the past year seven seats on the Exchange were transferred, in almost every instance from non-active to active members. In one case a member posted his intention to transfer his seat and another member charged before the Council that an unsettled grain account existed, by which the member giving notice of transfer was indebted to him, and it was asked that such member be not allowed to transfer his seat till settlement was made. The Council were compelled to sustain the objection.

ASSOCIATE MEMBERS.

Five new Associate members were added to the roll during 1898. The Council strongly recommends that members take a more active interest in increasing the number of Associate members. The advantages to the Exchange of an increased membership in this direction are so obvious as not to require comment. One Associate member, taking up his residence in Winnipeg, paid in the balance necessary, and took Active membership.

AMENDMENTS TO TRADE TERMS.

At the last annual meeting the following trade term was adopted:—

CAR LOADS.

No. 20. When carloads of grain, meal, feed and other produce, are purchased without any special agreement as to the quantity to be loaded in each, it will be understood that a "carload" shall mean 40,000 pounds, with a marginal allowance not exceeding 5 per cent. When on a contract for a specified quantity of grain, delivery is made by presentation of carload documents, the quantity deliverable shall be as near as can be made, and only a part of a carload, more or less, will be allowed.

In November a motion was brought forward to amend the above rule, by adding as follows:—

"And the loss or profit on the quantity delivered, over or under the specified quantity, shall be settled for between the parties to the contract at the market price which the grain is selling for at the time delivery is made."

The proposed amendment was voted down.

AMENDMENTS TO BY-LAWS.

26th January, 1898.—By-law No. 4, Sec. 2, amended by the addition of the following:—"Any member who shall not, after demand and notification, pay his annual contribution or any assessment made under Section One of this By-law within one year of the date when such contribution or assessment becomes due and payable, shall, in consequence of such default, *ipse facto*, cease to be in good standing, according to the rules and regulations of the Exchange, and shall thereby forfeit his membership and any rights and privileges in the Exchange.

"Provided, that should such member make application in writing for restoration within one year from the date when his membership became so forfeited, and pay all arrearages,

and also the annual contribution and assessment due for the fiscal year then current, the Council may, after imposing a fine of not less than \$5.00, nor more than \$25, as they may determine in each case, restore such member to the full rights and privileges of membership in the Exchange."

13th April, 1898.—By-law 9, Sec. 6, amended by the addition of the following:—

"Should any officer or other member of the Council absent himself from three successive meetings thereof (without giving a satisfactory reason therefor to such Council), he shall, by such action, vacate his office, or membership in the said Council; provided, however, that not less than one month shall intervene between the holding of the first and third of the said three successive meetings."

By-law 9, Sec. 7.—"The Council shall have power and authority to fill any vacancy occurring in the list of officers or of the Council, by the election of a member of the Exchange, on a majority vote taken at any meeting of the Council regularly called for that purpose, and such member, so elected, shall hold office until the next succeeding Annual Meeting of the Exchange, subject to the provisions of section 6 of this by-law."

16th November, 1898.—By-law 3, Sec. 1, amended by inserting after the word "membership," in the second line, the following words :—" after a sub-committee has made a report thereon."

7th December, 1898.—By-law No. 3, amended by providing that the membership entrance fee be \$125.00 (instead of \$100.00, as previously).

CHANGES IN MEMBERSHIP OF COUNCIL.

In consequence of the amendment made in April last, to By-law 9, sections 6 and 7, several changes have occurred in

the personnel of the Council, Messrs. G. R. Crowe, D. H. McMillan, G.V. Hastings, S.W. Farrell, F. Phillips and A. Cavanagh being replaced by Messrs. S. P. Clark, W. A. Walker, W. W. McMillan, Jno. Love and Wm. Martin. Mr. H. D. Metcalfe, as Vice-President, was replaced by the election of Mr. Jos. Harris.

EXPORT, GRADES OF GRAIN.

At the request of the Trunk Lines Association the Exchange designated, as the grades of Manitoba grain to be exported all-rail through New York, the following, viz. :—1 Hard, 1 and 2 Northern, 1 and 2 Special Manitoba Wheat, and No. 2 White and No. 2 Mixed Oats. In connection with the grades of special wheat, the Committee of the Western Grain Standards Board has been requested to select samples of wheat which has been dried, and declare such samples to be of commercial grades, and named "Special."

MARKET REPORTS.

The market report service continues to be quite satisfactory, and under an arrangement made by the Council with the lessee of the direct wire, the service is now obtained without cost to the Exchange.

RENT OF NEW APARTMENTS.

In March last Mr. N. Bawlf submitted to the Council a proposition to lease the Exchange more commodious apartments in the new Exchange Building, which has since been erected. The rent paid for joint occupancy of the new Board Room, and Secretary's Office, with the Winnipeg Board of Trade, to remain at the figure now paid, but the lease to run for ten years, the Exchange agreeing to continue their official residence for that space of time, and Mr. Bawlf

to give the Exchange in addition a Market Room, and the complete control of market report service in the building. The Council accepted this offer on behalf of the Exchange.

GRAIN INSPECTION AT DULUTH.

The Council, having been approached by the Northern Pacific Railway Co., in the matter of the advisability of having a Canadian Grain Inspector stationed at Duluth, to take charge of the inspection into and from the bonded bins in the elevators there, laid the situation before the Department of Inland Revenue at Ottawa. The Department, through the Commissioner, replied as follows:—

“I have carefully considered the contents of your communication, but am unable to see how an inspector under the provisions of the Act can be appointed to operate beyond the limits of Canada.

“Before this can be done, I fear an amendment to the Inspection Act would be required.”

The decision of the Department was communicated to the Northern Pacific authorities, and no further action taken.

INSURANCE AT FORT WILLIAM.

The matter of insuring grain at Fort William with greater economy to the trade, was taken up by the Council during the past year and received considerable attention, but the Committee appointed to report on an improved system found such divergent views entertained by differing interests, that they were unable to make any recommendations for action.

LEGAL WEIGHT OF FLAX SEED.

The Council, by representations made to the Minister of Inland Revenue, succeeded in having an amendment made

to the Act regulating the legal weight of grain, so that the weight of a bushel of flax-seed shall be 56 pounds (which is the commercial weight, and on which quotations and transactions are actually made), instead of 50 pounds as heretofore defined in the Act. This change will remedy what has become a nuisance to buyer and seller alike.

FREIGHT RATES ON FLOUR.

A deputation from this Exchange and the Board of Trade interviewed Vice-President Shaughnessy of the Canadian Canadian Pacific Railway Co., Montreal, in February last, and requested that a reduction be made on the flour rates then prevailing from Manitoba points to the Kootenay and Pacific Coast, so that Manitoba millers could compete with the American Pacific Coast millers. It was pointed out that each reduction made in late years, and to be made under the Crow's Nest Railway agreement, tended to make wheat more costly in Manitoba, which increased the cost of the flour to the Manitoba millers, and thus told against them in the Coast trade when no reduction was made in the freight rates west bound. The situation was discussed at some length, and as a result within two or three days thereafter the flour rates were reduced to the extent of from 20 to 25 cents per barrel from Winnipeg and the same group points to Kootenay, Vancouver and Victoria points

EQUALIZATION OF THE DUTY ON OATS AND OATMEAL.

A delegation from the Exchange waited on the Finance and other Ministers at Ottawa last spring to urge that the duty on oats and oatmeal should be equalized. The case, as presented, was as follows :—

1st. The oat crop of Manitoba and the Territories in 1897 was a short one, and prices, which, in the previous year

ranged from 13c. to 20c. per bushel, were (in Feb., 1898,) from 26c. to 28c. at country points.

2nd. The customs import duty on oats is 10c. per bushel, and on oatmeal 20 per cent., and in consequence oatmeal millers are required to pay 45c. duty on the $4\frac{1}{2}$ bushels of oats necessary to manufacture one 80-lb. sack of oatmeal, while the duty payable on a sack of oatmeal of 80 lbs. is, on the then prices in Iowa, U.S., from where we import, from 22c. to $22\frac{1}{2}$ c. In other words, the duty imposed on the raw material is double that imposed on the manufactured article.

3rd. A large quantity of oatmeal was being imported into Manitoba from the United States, and as the freight rates from Iowa points averaged about 34c. per hundred pounds, and from Ontario points about 46c., the Ontario millers also were practically blocked from supplying this market, while our own mills were to all intents closed up.

4. The Exchange, acting with the Winnipeg Board of Trade, urged that the duty be equalized, it being an anomaly that the duty on raw material should be double that of the manufactured article from such material. No recommendation was made suggesting whether the duty on oats be lowered or that on the meal increased, it being considered that any action the Government might take would be based on the general policy of the Government.

While the Finance Minister promised that every consideration would be given to the representations of the Exchange, it afterwards became apparent that the Government had decided to make no change in the situation.

STOP OVER CHARGE AT PORT ARTHUR.

The following correspondence fully explains itself :—

Winnipeg, March 28th, 1898.

Robert Kerr, Esq.,

Traffic Manager, C. P. R., Winnipeg.

Dear Sir,—Members of this Exchange shipping grain from Port Arthur to Eastern points make complaint to this Association re a charge made by your Company of 1c. per 100 lbs. on wheat from Port Arthur forwarded all-rail. This tax, we understand, is collected as an "In transit" or "Stop-over" charge. Shippers contend that it is an unfair one ; that Port Arthur is a terminal elevator, therefore, there should not be a stop-over charge. Tariffs show that through rates are based on the totals of two distinct tariffs : First, from shipping points to Fort William and Port Arthur. Second, from Fort William and Port Arthur to eastern points. The first tariff covers delivery at Port Arthur elevator without extra charge, and if the grain is forwarded by water the regular tariff rates prevail. The second tariff, shippers claim, should cover all the charges for forwarding from Port Arthur. It would seem that this matter has not been taken up before owing to the absence of all-rail shipments from Port Arthur. This season, considerable grain has gone all-rail, and the loss to shippers, owing to the collection of these charges, is heavy, they purchasing the grain believing that the sum of the two rates mentioned would be the through rate as stated on tariffs. When wheat is shipped from Fort William no charge is made for stop-over. The grain trade consider that Port Arthur elevator is practically a Canadian Pacific Railway elevator and under their control, and that no charge should be made there that does not apply at Fort William elevators. If grain grown at, or near, Port Arthur offered for shipment, we presume the tariff, Port Arthur to eastern points, would rule ; that there could not possibly be any yard charge and the shipper would

have 24 hours to load. Our position is similar. We offer you grain in Port Arthur elevator, which does not carry any charges for yard accommodation, and we ask that it be taken on the same terms as if grown at Port Arthur.

We trust that you will give this matter your attention, and are satisfied that if you do you will admit the justice of our contentions.

On behalf of the Grain Exchange,

CHAS. N. BELL,
Secretary.

R. MUIR,
President.

Canadian Pacific Railway Company.

Winnipeg, April 13th, 1898.

Robert Muir, Esq.,

President, Winnipeg Grain & Produce Exchange,, City.

Dear Sir,—Adverting to your favor of March 28th, my reply thereto being delayed owing to my absence from the city.

When I had the plesure of meeting the delegation, consisting of yourself, Messrs. Spink, Phillips and Walker, I explained our position in this matter, and recently, when in Montreal, I discussed it fully with our executive.

The point this Company make is, that grain put into Port Arthur elevator for treatment, and subsequently re-shipped "all-rail," is transit, in precisely the same manner as grain requiring treatment put into the Northern elevator at Winnipeg, is transit. When grain is delivered from the Port Arthur elevator to the water, this Company, of course, has

nothing further to do with it. The Port Arthur elevator is operated and controlled by Jos. R. King & Co., and is used exclusively for the treatment of grain that is not in good condition.

The system of stop-off charge for grain and flour in transit is applied in connection with all mills and elevators in the country.

The system of through rates "all-rail" to the east being divided up into two rate sheets, is done as a matter of convenience in operating the business. The "all-rail" rate is one rate right through to the East, although specified in two rate sheets, and the rate sheet reading "From Fort William eastwards" is simply the balance of through rate to the East.

The fact that stop-off charge of 1c. per 100 lbs. would be made by this Company is fully set forth, published and distributed to all parties interested in Joint Circular, No. C. P.907, issued September 1st, 1897. Therefore, none of your members can fairly claim ignorance of this charge, and in making their deals, should, and no doubt did, take into consideration this question of a stop-off charge at Port Arthur elevator.

Then with regard to your statement that this charge is not made at the Fort William elevators. We hold that this is entirely a different proposition, as on all regular grain going through Fort William elevators, this Company get their full storage charges, in addition to the freight rates, which covers both the receiving and delivering of grain into car or to vessel.

I regret, therefore, that I cannot meet your wishes.

ROBERT KERR,
Traffic Manager.

CROP STATISTICS FOR THE NORTHWEST TERRITORIES.

Communication was opened up with the Department of Agriculture for the Northwest Territories in the hope that steps were being taken to secure and publish crop statistics for the Territories. The following letter was received from the Department :—

Department of Agriculture.

Regina, 23rd September, 1898.

Chas. N. Bell, Esq., Secretary Winnipeg Grain and Produce Exchange, Winnipeg, Man.

Sir,—I beg to acknowledge receipt of your letter of the 16th instant, with reference to the compiling of statistical information of the crop and acreage under cultivation of the Northwest Territories. The subject is one which has engaged the attention of the Department for some time, but I must confess it is a difficult one to deal with. In Manitoba, with its extensive municipal organization, the compiling of statistics is, of course, a fairly simple matter ; but with the scattered settlements and unorganized condition of the Northwest Territories it assumes a more difficult aspect. Where Statute Labor Districts are organized the Department is in a position to deal with the overseers, and can through that means obtain a fair estimate of any season's crop, but, unfortunately, only a very fractional portion of the country is as yet organized in that manner. The intention now is to obtain a full list of all operators of threshing outfits throughout the Northwest Territories, and after the threshing season is over obtain from each individual his total season's threshing. In that manner it is hoped that an absolutely correct estimate may be formed of the total output of the Territories and of obtaining from the railways

the total number of bushels shipped out. The balance will, of course, represent home consumption. Regarding the crop estimates, I have discussed this matter with the Commissioner on a great many occasions, but I must submit I am unable to lay any feasible scheme before you. My own opinion is that an estimate, to be of any use, should be approximately correct. If it is not, it does more harm than good. It is needless to state that I should be more than pleased to receive suggestions from such well-known authorities as yourself, or some of the Board, in this matter, and if it can be shown that fairly correct work can be done, I am in a position to assure you that no labor would be spared to accomplish that result.

I am, Sir,

Your obedient servant,

CHAS. W. PETERSON,
Deputy Commissioner.

FORT WILLIAM HARBOR.

In February last the Secretary, directed by the Council, had several interviews with the Hon. J. I. Tarte, Minister of Public Works, at Ottawa, on the subject of the necessity of the Government taking steps to keep the ice broken in Fort William harbor, so that vessels can use the harbor so long as the Sault Canal is open for traffic. In view of the most unsatisfactory attitude taken by the Minister in the fall of 1897, it was pleasing to learn that he promised that attention would be given to the detailed requests of the Exchange and that he would at once take up the matter of the improvements, being desirous that facilities at Fort William should meet the necessities of the trade. At the request of the

Minister, before leaving Ottawa, the Secretary placed in writing, and handed to Mr. Tarte, the points urged by the Exchange. As the total amount of the annual expenditure considered necessary, in view of the past experience of the Canadian Pacific Railway Co., would not exceed \$500, no doubt was entertained by the Council that the Minister would grant the request of the Exchange. However, nothing having been heard from the Minister up to September, the Council directed that the following letter be forwarded:

Winnipeg Grain and Produce Exchange.

Winnipeg, 29th Sept., 1898.

Hon. J. I. Tarte,

Minister of Public Works.

Sir,—By direction, I have the honor to request information as to what steps, if any, have been taken to keep the Fort William harbor free of ice to the latest possible date. It is now certain that wheat will be very late in moving, and the crop is almost twice as great as last last year, so that every day of open navigation this fall will be most valuable to the wheat growers and shippers of Western Canada.

I have the honor to be, Sir,

Your obedient servant,

CHAS. N. BELL,
Secretary.

No answer was received to the above communication till the middle of November, when the following letter arrived :

Office of the Minister of Public Works of Canada.

Ottawa, November 14th, 1898.

Secretary Grain and Produce Exchange, Winnipeg.

My Dear Sir,—We cannot do anything to keep the Fort William harbor free of ice during the winter. Nature is stronger than man, and as we have no proper equipment, either for Fort William or other harbors, we have to let things follow their natural course.

We would like very much in Montreal to have a few days more navigation, but we can't get them.

Yours truly,

J. ISRAEL TARTE.

The season being already so far advanced, the Council concluded that no further action need be taken at that time than to give the correspondence to the press, which was done.

DEATH OF MEMBERS.

For the first time in several years the Council have to report the loss of members by death. Messrs. S. W. Farrell and R. S. Alexander, valued and respected members of the Exchange, each met death by accident, the former by being struck by an electric street car, and the latter by a railway train.

All of which is submitted for the Council.

ROBT. MUIR, President.

CHAS. N. BELL, Secretary.

Grain Storage Capacity.

(Including Port Arthur, Fort William, Keewatin and points in Manitoba and the Territories.)

ON, OR ADJACENT TO LINES OF RAIL.

1st January.

1891.....	7,628,000 bushels.
1892.....	10,366,800 “
1893.....	11,467,100 “
1894.....	11,817,100 “
1895.....	12,900,000 “
1896.....	13,873,600 “
1897.....	14,999,300 “
1898.....	18,378,500 “
1899.....	19,958,000 “

Note—Warehouses other than elevators are marked “W.”

C. P. RY. MAIN LINE.

STATION	OWNER OR LESSEE.	CAPACITY IN BUSHELS.
PORT ARTHUR.....	Canadian Pacific Railway..	315,000
FORT WILLIAM....	“ A	1,250,000
“ 	“ B	1,250,000
“ 	“ C	1,500,000
“ 	“ D	1,250,000
KEEWATIN	Estimated capacity	750,000
WINNIPEG	Ogilvie Milling Co.....	320,000
“ 	Hudson's Bay Co.	70,000
“ 	Northern Elevator Co.	140,000
“ 	Body & Noakes	50,000
“ 	Other capacity.....	25,000

HIGH BLUFF	Dilworth J.	27,000
"	Ogilvie Milling Co.	20,000
"	Northern Elevator Co.	20,000
POPLAR POINT	Dominion Elevator Co. ....w	9,000
P. LA PRAIRIE	Farmers' Elevator Co.	110,000
"	Ogilvie Milling Co.	32,000
"	Dominion Elevator Co.	30,000
"	Metcalf & Son .....w	15,000
"	Other capacity	182,000
BURNSIDE	Farmers' Elevator Co.	27,000
"	Northern Elevator Co.	25,000
BAGOT	Dominion Elevator Co.	32,000
"	Other capacity	25,000
MCGREGOR	Northern Elevator Co.	25,000
"	Rogers Bros.	25,000
"	Other capacity	25,000
AUSTIN	Clifford, W.	30,000
"	Dominion Elevator Co.	30,000
SIDNEY	Northern Elevator Co.	30,000
"	O'Reilly, E.	27,000
"	Dominion Elevator Co.	25,000
"	McKenzie, A .....w	3,000
MELBOURNE	Dominion Elevator Co.	20,000
CARBERRY	Lyons, R. F.	55,000
"	Northern Elevator Co.	35,000
"	Ogilvie Milling Co.	35,000
"	Murphy, G. B.	35,000
"	Bready, Love & Tryon	25,000
"	Other capacity	35,000
SEWELL	Kellett, T. H.	20,000
"	Northern Elevator Co.	25,000
DOUGLAS	Northern Elevator Co.	25,000
"	Greenwood, T. E.	30,000
"	Other capacity	35,000
CHATER	Chater Elevator Co.	30,000
"	Other capacity	25,000
BRANDON	Parrish & Lindsay	65,000
"	Farmers' Elevator Co.	50,000

BRANDON (Con.)..	Alexander, Kelly & Co ...	125,000
"	.....Dominion Elevator Co....	40,000
"	.....Ogilvie Milling Co	35,000
"	.....Riesberry, J M.....	15,000
KEMNAY	Farmers' Elevator Co.....	33,000
"	.....Ogilvie Milling Co.....	30,000
ALEXANDER.....	Farmers' Elevator Co.....	30,000
"	.....Fenwick, A.....	30,000
"	.....Northern Elevator Co....	30,000
"	.....Ogilvie Milling Co.	10,000
GRISWOLD	Ogilvie Milling Co.	20,000
"	.....Chisholm, A. D.....	30,000
"	.....Northern Elevator Co....	25,000
"	.....Other capacity.....	35,000
OAK LAKE.....	Dominion Elevator Co	25,000
"	.....Leitch Bros..	35,000
"	.....Ogilvie Milling Co	20,000
"	.....Bready, Love & Tryon....	25,000
VIRDEN	Northern Elevator Co.	35,000
"	.....Dominion Elevator Co....	40,000
"	.....Colter, S. S.....	23,000
"	.....Ogilvie Milling Co.....	33,000
"	.....Craig, C. W.....	15,000
"	.....Other capacity.....	35,000
HARGRAVE.....	Holmes, E. A.....	35,000
"	.....Northern Elevator Co ....w	4,000
"	.....Northern Elevator Co.	25,000
ELKHORN	Ogilvie Milling Co.....	20,000
"	.....Northern Elevator Co....	27,000
"	.....Dominion Elevator Co....	10,000
"	.....Dominion Elevator Co....w	7,000
"	.....Other capacity.....	35,000
KIRKELLA	Bready, Love & Tryon	27,000
FLEMING	Brigham & James	25,000
"	.....Northern Elevator Co	4,000
"	.....Sharpe, J.....w	5,000
"	.....Bready, Love & Tryon....	28,000
"	.....Other capacity.....	45,000

MOOSOMIN	..... Dominion Elevator Co....	27,000
"	..... Ogilvie Milling Co.....	35,000
"	..... Brigham & James.....	45,000
"	..... Smith & Brigham	25,000
"	..... Other capacity.....	45,000
WAPPELLA	..... Knowles & Nixon	30,000
"	..... Dominion Elevator Co	30,000
"	..... Northern Elevator Co....	25,000
WHITEWOOD	..... Dominion Elevator Co	40,000
"	..... Sanders, Jas.....	25,000
BROADVIEW	..... Thorburn & Sons.....w	4,000
GRENFEL	..... Grenfel Elevator Co	30,000
"	..... Grenfel Elevator Co	5,000
"	..... Bready, Love & Tryon	25,000
SUMMERBERRY	..... Bready, Love & Tryon	27,000
WOLSELEY	..... Dominion Elevator Co....	28,000
"	..... Dominion Elevator Co....w	10,000
"	..... Ogilvie Milling Co.....	18,000
"	..... Wolseley Milling Co	15,000
SINTALUTA	..... Ogilvie Milling Co	35,000
"	..... Farmers' Elevator Co.....	30,000
"	..... Bready, Love & Tryon....	25,000
"	..... Dominion Elevator Co	28,000
"	..... Other capacity.....	25,000
INDIAN HEAD	..... Farmers' Elevator Co.....	35,000
"	..... Brassey	20,000
"	..... Can. North-West Elev. Co.	30,000
"	..... Bready, Love & Tryon	34,000
"	..... Northern Elevator Co.....	30,000
"	..... Dominion Elevator Co	30,000
"	..... Other capacity.....	30,000
QU'APPELLE	..... Northern Elevator Co....	30,000
"	..... Bready, Love & Tryon ...	27,000
"	..... Other capacity.....	30,000
MCLEAN	..... Northern Elevator Co.....	25,000
BALGONIE	..... Bready, Love & Tryon	30,000
"	..... North ern Elevator Co....	27,000
"	..... Dominion Elevator Co ...	27,000

PILOT BUTTE	E. O'Reilly w	4,000
REGINA	Western Milling Co	30,000
“	Bready, Love & Tryon	60,000
GRAND COULEE	Dominion Elevator Co w	5,000
PENSE	Western Milling Co	25,000
MOOSEJAW	Ogilvie Milling Co	15,000
“	Baker, T. B.	30,000
“	Bready, Love & Tryon	28,000
BOHARM	Bready, Love & Tryon	25,000
CARON	Bready, Love & Tryon	25,000
CALGARY	Calgary Milling Co	60,000

C. P. R. MAIN LINE TOTAL 10,654,000

C. P. RY.—PEMBINA SECTION.

LA SALLE	Northern Elevator Co	25,000
MORRIS	Ogilvie Milling Co	35,000
“	Moore, E. D.	6,000
ROSENFELD	Ogilvie Milling Co	15,000
“	Livingstone, J. & J. w	6,000
“	Northern Elevator Co w	7,000
“	Northern Elevator Co	10,000
“	Other capacity	12,000
ALTONA	Ogilvie Milling Co	46,000
“	Northern Elevator Co	25,000
“	Schwartz, J.	25,000
“	Livingstone, J. & J. w	10,000
“	Ritz & Widmeyer w	6,000
“	Other capacity	45,000
GREYNA	Northern Elevator Co	35,000
“	Ogilvie Milling Co	44,000
“	Dominion Elevator Co	28,000
“	Body & Noakes w	7,000
“	Livingstone, J. & J. w	10,000
“	Other capacity	25,000

PLUM COULEE	.....Ogilvie Milling Co	40,000
"	.....Wagner Bros.....	30,000
"	.....Dominion Elevator Co....	25,000
"	.....Bready, Love & Tryon....	25,000
"	.....Livingstone, J. & J..... w	10,000
"	.....Other capacity	25,000
WINKLER	.....Livingstone, J. & J.....w	5,000
"	.....Bready, Love & Tryon....	25,000
"	.....Ogilvie Milling Co.	30,000
"	.....Dominion Elevator Co....	35,000
"	.....Northern Elevator Co.....	60,000
"	.....Other capacity.....	45,000
MORDEN	.....Northern Elevator Co.....	35,000
"	.....Dominion Elevator Co....	25,000
"	.....McMillan & Lane	40,000
"	.....Farmers' Elevator Co.....	40,000
"	.....Ogilvie Milling Co.....	40,000
"	.....Livingstone, J. & J.....w	3,000
"	.....Body & Noakes.....w	3,000
"	.....Bready, Love & Tryon....	50,000
"	.....Haney & Sutton.....	25,000
"	.....Other capacity	45,000
THORNHILL	.....Ogilvie Milling Co	18,000
"	.....Weldon & Broadbent	30,000
"	.....Other capacity.....	25,000
DARLINGFORD	.....Dominion Elevator Co.....w	2,500
MANITOU	.....Ironside, R.....	45,000
"	.....Ogilvie Milling Co.....	35,000
"	.....Chalmers Bros. & Bethune.	45,000
"	.....Canadian Pacific Ry. Co...w	2,000
"	.....Other capacity	45,000
LARIVIERE	.....Chalmers Bros. & Bethune.	35,000
"	.....Ironside & Armstrong	30,000
PILOT MOUND	.....Chalmers Bros. & Bethune.	45,000
"	.....Ogilvie Milling Co	35,000
"	.....Donald & Fraser	25,000
"	.....Dow & Curry.....w	12,000
"	.....Chalmers Bros. & Bethune.w	5,000

CRYSTAL CITY	Ring & Parr.....	30,000
"	.....Northern Elevator Co.....	25,000
CLEARWATER	Manitoba Grain Co.	35,000
"	.....Bready, Love & Tryon	25,000
MATHER	Farmers' Elevator Co.	25,000
CARTWRIGHT	Young, C. A.....	30,000
"	.....Northern Elevator Co.....	25,000
HOLMFIELD	Harrison Bros.....	28,000
KILLARNEY	Young & Buck	25,000
"	.....Bready, Love & Tryon	30,000
"	.....Dominion Elevator Co....	25,000
"	.....Deyell & Co.....	25,000
NINGA	Northern Elevator Co	30,000
"	.....Dominion Elevator Co	25,000
"	.....Other capacity	45,000
BOISSEVAIN	Ogilvie Milling Co.	40,000
"	.....Patrons of Industry.....	45,000
"	.....Hurt & McKay	40,000
"	.....Nicol, E. & Son.....	25,000
"	.....Tatchell, E. B.	25,000
"	.....Cole, F. F.	25,000
"	.....Other capacity	50,000
WHITEWATER	Northern Elevator Co.	25,000
"	.....Dominion Elevator Co....	20,000
"	.....Other capacity	30,000
DELORAINÉ	Young, C. A.....	33,000
"	.....Northern Elevator Co.....	33,000
"	.....Deyell & Co.	25,000
"	.....Dominion Elevator Co....	25,000
"	.....Ogilvie Milling Co.	25,000
C. P. R.—BEMBINA BRANCH, TOTAL....		2,411,500

C. P. RY.—SOURIS BRANCH.

BERESFORD	Parish & Lindsay.....	28,000
"	.....Bready, Love & Tryon	25,000

SOURIS	Deyell & Co	40,000
"	Sowden, W. F	30,000
"	Northern Elevator Co	25,000
"	McCulloch & Herriott	75,000
"	Parrish & Lindsay	25,000
"	Other capacity	35,000
MENTEITH	McCulloch & Herriott	30,000
HARTNEY	Chapin, F	35,000
"	Can. Northwest Elevator Co	30,000
"	Leckie, F	35,000
"	Ogilvie Milling Co	35,000
"	Other capacity	35,000
LAUDER	Ogilvie Milling Co	20,000
"	Scott, S	25,000
"	Other capacity	25,000
NAPINKA	Dominion Elevator Co	25,000
"	Northern Elevator Co	25,000
MELITA	Ogilvie Milling Co	15,000
"	Northern Elevator Co	30,000
"	Other capacity	45,000
ELVA	Northern Elevator Co	25,000
"	Dominion Elevator Co	28,000
"	Other capacity	25,000
PIERSON	Dominion Elevator Co	25,000
"	Gould & Elliott	25,000
"	Ogilvie Milling Co	5,000
"	Northern Elevator Co	25,000
"	Other capacity	25,000
GAINSBORO	Dominion Elevator Co	25,000
"	Northern Elevator Co	35,000
CARIEVALE	Northern Elevator Co	28,000
"	Dominion Elevator Co	27,000
CARNDUFF	Dominion Elevator Co	30,000
"	Northern Elevator Co	25,000
"	Farmers Elevator Co	25,000
GLEN EWEN	Bready, Love & Tryon	25,000
OXBOW	Northern Elevator Co	20,000
"	Bready, Love & Tryon	30,000
"	Dominion Elevator Co	27,000

ALAMEDA.....	Northern Elevator Co.....	25,000
“	Dominion Elevator Co ...	27,000
“	Other capacity.....	25,000

C. P. R.—SOURIS BRANCH, TOTAL . . . 1,250,000

C. P. RY.—PIPESTONE BRANCH.

DELEAU	Northern Elevator Co.....	30,000
“	Other capacity.....	20,000
FINDLAY	Northern Elevator Co.....	25,000
PIPESTONE	Northern Elevator Co.....	30,000
“	Deyell & Co	34,000
“	“	5,000
RESTON	Northern Elevator Co.....	30,000
“	Farmers' Elevator Co	30,000
“	Other capacity.....	45,000

C.P.R— PIPESTONE BRANCH, TOTAL . . . 249,000

C. P. RY.—SOUTH WESTERN BRANCH.

STARBUCK.....	Northern Elevator Co.....	25,000
ELM CREEK.....	Northern Elevator Co.....	25,000
CARMAN.....	Farmers' Elevator Co.....	60,000
“	Dominion Elevator Co	35,000
“	Northern Elevator Co.....	35,000
“	Ogilvie Milling Co.....	35,000
“	Other capacity.....	25,000
“	Bready, Love & Tryon	27,000
RATHWELL.....	Kane, A. M.	30,000
“	Northern Elevator Co.....	30,000
TREHERNE	Northern Elevator Co.....	35,000
“	Farmers' Elevator Co	70,000
“	Grey, W. & J. G.....	30,000
“	Dominion Elevator Co	27,000
HOLLAND	Northern Elevator Co	25,000
“	Farmers' Elevator Co	30,000
“	Ogilvie Milling Co.....	40,000
“	Other capacity.....	25,000

CYPRESS RIVER...	Ogilvie Milling Co	35,000
"	...Farmers' Elevator Co.	30,000
"	...Northern Elevator Co.	25,000
"	...Can. Northwest Elevator Co	30,000
GLENBORO	Ogilvie Milling Co	40,000
"	...Northern Elevator Co.	30,000
"	...Campbell	40,000
"	...Can. Northwest Elev. Co. . .	28,000
"	...Cochrane, J. W.	30,000
STOCKTON.	Can. Northwest Elev. Co . .	26,000
"	...Dominion Elevator Co . . .	30,000
TREESBANK	Can. Northwest Elev. Co. .	30,000
"	...Other capacity	45,000
METHVEN.	Ogilvie Milling Co	36,000
"	...Banting, T. E. M.	20,000
"	...Northern Elevator Co. ....w	1,500
"	...Other capacity	35,000
NESBITT	Northern Elevator Co.	27,000
"	...Dominion Elevator Co . . .	25,000
CARROLL	Parish & Lindsay	25,000
"	...Northern Elevator Co.	30,000
"	...Other capacity	45,000
C. P. R. SOUTHWESTERN BRANCH, TOTAL. . . .		1,272,500

C. P. RY.—EMERSON BRANCH.

ARNAUD.	Dominion Elevator Co	25,000
NIVERVILLE.	Ogilvie Milling Co.	10,000
"	...Wallace.	10,000
OTTERBURNE	Northern Elevator Co.	20,000
"	...Carey, M. Tw	4,000
"	...McVicar, Jw	4,000
DOMINION CITY.	Waddell, J.	25,000
"	...Mayner, S. Gw	3,000
"	...Farmers' Elevator Co	25,000
"	...Other capacity	25,000
EMERSON	Ogilvie Milling Co	52,000
"	...Dominion Elevator Co	30,000
"	...Annes, C.w	4,000

C. P. R. EMERSON BRANCH, TOTAL. . . . 237,000

C. P. RY.—OTHER BRANCHES.

STONEWALL	Ogilvie Milling Co.....	32,000
“	Dominion Elevator Co ....w	6,000
“	Bruce, W	5,000
“	Musgrove & Co	5,000
BALMORAL	Northern Elevator Co.....	25,000
WEST SELKIRK ...	Selkirk Milling Co	3,000
WASCANA	Bready, Love & Tryon	27,000
“	Dominion Elevator Co	25,000
LUMSDEN	Bready, Love & Tryon	25,000
SASKATOON .....	.....w	25,000
ROSTHERN	Dominion Elevator Co.....w	7,000
“	Baker, T. B.....	26,000
DUCK LAKE.....	.....w	1,000
PRINCE ALBERT...	Hudson's Bay Co	20,000
BROWN'S SIDING ..	Northern Elevator Co.....	25,000
INNISFAIL.....	Curry Bros.....w	5,000
“	Archer & Simpson.....w	4,000
“	Rancher Supply Co.....w	5,000
RED DEER	Dominion Elevator Co	20,000
LACOMBE	McLeod	5,000
“	Stewart, D. G., & Co.....w	15,000
WETASKAWIN ...	Dominion Elevator Co	20,000
“	Brackman & Kerr	60,000
LEDUC	Dominion Elevator Co	20,000
“	Northern Elevator Co.....	20,000
EDMONTON	Northern Elevator Co.....	30,000
“	Dominion Elevator Co	22,000
“	Edmonton Milling Co.....	34,000
“	Brackman & Ker.....	104,000
“	Parish & Lindsay.....w	10,000
OKOTOKS	Calgary Milling Co.....w	10,000

C. P. R.—OTHER BRANCHES TOTAL.... 641,000

MANITOBA AND NORTH WESTERN RAILWAY COMPANY.

MACDONALD	Northern Elevator Co.....	15,000
“	Paterson, H. S	35,000
“	Other capacity.....	32,000

WESTBOURNE	..... Dominion Elevator Co	..... w	8,000
GLADSTONE	..... Broadfoot, P	..... w	4,500
"	..... Pearson, F. E.	..... w	2,500
"	..... Bailey, W. S.	..... w	3,000
"	..... Williams, A. G	..... w	4,500
"	..... Muir, R. & Co	..... w	14,000
"	..... Morton, T. L	..... w	3,500
MIDWAY	..... Northern Elevator Co	.....	12,000
"	..... Northern Elevator Co	..... w	3,500
"	..... Ogilvie Milling Co	.....	40,000
"	..... O'Reilly, E.	.....	10,000
ARDEN	..... Northern Elevator Co	.....	15,000
"	..... Wilson, Moore & Co	.....	20,000
"	..... Davidson & Co	.....	25,000
"	..... Ennis, R. C.	.....	27,500
"	..... Other capacity	.....	40,000
NEEPAWA	..... Beautiful Plains Milling Co.	.....	60,000
"	..... Ennis, R. C.	.....	75,000
"	..... Ogilvie Milling Co	.....	50,000
"	..... O'Reilly, E.	.....	20,000
"	..... Dominion Elevator Co	.....	25,000
"	..... Northern Elevator Co	.....	12,000
"	..... Davidson & Co	.....	14,000
"	..... Other capacity	.....	55,000
FRANKLIN	..... Ogilvie Milling Co	.....	16,000
"	..... Northern Elevator Co	.....	20,000
"	..... Campbell, R. L	.....	16,000
"	..... Davidson & Co	.....	25,000
"	..... Ennis, R. C.	.....	27,500
"	..... Other capacity	.....	40,000
MINNEDOSA	..... Ogilvie Milling Co	.....	33,000
"	..... Ennis, R. C.	.....	25,000
"	..... Pearson, E	..... w	8,000
"	..... Wake, John	..... w	7,500
"	..... Northern Elevator Co	..... w	7,000
"	..... Dominion Elevator Co	..... w	8,000
RAPID CITY	..... Farmers' Elevator Co	.....	35,000
"	..... McCulloch & Co	.....	35,000
"	..... Northern Elevator Co	..... w	12,000
"	..... Warren, John	..... w	5,500

RAPID CITY (Con)	McCulloch & Co.....w	6,000
"	.....McCulloch & Co.....w	10,000
BASSWOOD	.....McCormick, Colin.....w	6,000
"	.....Northern Elevator Co.....w	7,500
"	.....Dominion Elevator Co.....w	9,500
NEWDALE	.....Northern Elevator Co.....w	7,500
"	.....Fanning, A. R.....w	7,000
"	.....Other capacity.....	11,000
STRATHCLAIR	.....Stewart, R.....	16,000
"	.....Dominion Elevator Co.....w	6,000
"	.....Northern Elevator Co.....w	7,500
SHOAL LAKE	.....Dominion Elevator Co.....	30,000
"	.....Scott, Robt.....	25,000
"	.....Wake, John.....w	3,500
"	.....Rowcliffe, Geo.....w	6,000
"	.....Randall, Ralph.....w	6,000
KELLO	.....Marshall, A.....w	6,000
SOLSGIRTH	.....Marshall, A.....w	5,000
"	.....St. Paul Con. Co., Leese Thos., (lessee).....	3,500
"	.....Northern Elevator Co.....	20,000
BIRTLE	.....Arrow Milling Co.....w	10,000
"	.....Northern Elevator Co.....w	7,500
FOXWARREN	.....Dominion Elevator Co.....w	8,000
"	.....Laycock, A.....w	7,500
"	.....Searth, Wm.....w	3,000
BINSEARTH	.....Northern Elevator Co.....w	3,500
"	.....Dominion Elevator Co.....w	3,500
"	.....Binsearth Gr'n W'house Co w	6,000
RUSSELL	.....Northern Elevator Co.....	9,000
"	.....Northern Elevator Co.....w	3,000
"	.....Schwalm, V.....w	5,000
"	.....Kippan, J. D.....w	7,000
"	.....Setter, Andrew.....w	7,000
MILLWOOD	.....Mitchell, H. B.....	20,000
"	.....Bailey, H. V .. ..w	4,000
"	.....Bailey, H. V.....w	2,500
LANGENBURG	.....Dominion Elevator Co.....w	8,000
CHURCHBRIDGE	.....Northern Elevator Co.....w	10,000
SALTCOATS	.....Carleton, Thos.....w	3,000

YORKTON.....	Meredith, Thos	w	3,500
"	Dominion Elevator Co	w	8,000
			<hr/>
MANITOBA & NORTH WESTERN RY., TOTAL...			1,284,500

NORTHERN PACIFIC RAILWAY.

STE. AGATHE	Bready, Love & Tryon		16,000
UNION POINT	Northern Elevator Co.....		8,000
SILVER PLAINS....	Dominion Elevator Co. ..		20,000
MORRIS	Northern Elevator Co.		30,000
"	Northern Elevator Co.....w		4,000
ST. JEAN	Northern Elevator Co.....		18,000
"	Dominion Elevator Co.....		20,000
LETELLIER	Dominion Elevator Co.....		12,000
"	Bready, Love & Tryon		25,000
"	Northern Elevator Co.		10,000
EMERSON.....	Northern Elevator Co.		70,000
OAKVILLE	Bready, Love & Tryon		16,000
"	Dominion Elevator Co.....		2,000
"	Dominion Elevator Co... w		2,000
BLAKE'S SIDING...	Blake, M. ....w		4,000
LOWE FARM.....	Bready, Love & Tryon....		16,000
MYRTLE	Bready, Love & Tryon....		16,000
"	Northern Elevator Co.....		20,000
ROLAND	Northern Elevator Co.....		30,000
"	Dominion Elevator Co.....		30,000
"	Bready, Love & Tryon....		25,000
"	Farmers' Elevator Co		40,000
ROSEBANK	Bready, Love & Tryon :..		30,000
"	Dominion Elevator Co.....		25,000
"	Northern Elevator Co.....		15,000
MIAMI	Northern Elevator Co.....		30,000
"	Bready, Love & Tryon		30,000
"	Dominion Elevator Co		25,000
ALTAMONT	Dominion Elevator Co ....w		6,000
"	Parrish & Lindsay .....w		5,000
SOMERSET.....	Parrish & Lindsay.....w		13,000
"	Northern Elevator Co.		8,000

SWAN LAKE.....	Northern Elevator Co.....	8,000
MARIEAPOLIS.....	Parrish & Lindsay .....w	8,000
GREENWAY.....	Dominion Elevator Co....	20,000
".....	Northern Elevator Co.....	30,000
BALDUR.....	Northern Elevator Co.....	20,000
".....	Bready, Love & Tryon....	30,000
".....	Dominion Elevator Co....	40,000
BELMONT.....	Dominion Elevator Co....	30,000
".....	Northern Elevator Co.....	30,000
HILTON.....	Northern Elevator Co.....	14,000
".....	Dominion Elevator Co....	40,000
".....	Bready, Love & Tryon....	25,000
ASHDOWN.....	Bready, Love & Tryon....	25,000
".....	Northern Elevator Co.....	20,000
WAWANESA.....	Northern Elevator Co.....	30,000
".....	Dominion Elevator Co.....	40,000
ELLIOTTS.....	Northern Elevator Co.....w	12,000
ROUNTHWAITE....	Northern Elevator Co....	30,000
".....	Dominion Elevator Co.....	25,000
MARTINVILLE....	Northern Elevator Co....	12,000
BRANDON.....	McKenzie, A. E.....	40,000
".....	Parrish & Lindsay.....	17,000
MINTO.....	Young Bros.....	30,000
DUNREA.....	Young Bros.....	30,000
".....	Northern Elevator Co....	25,000
ELGIN.....	Young Bros.....	25,000

NORTHERN PACIFIC TOTAL....1,295,000

LAKE MANITOBA RAILWAY AND CANAL CO.

OGILVIE.....	Morton, T. L.....w	3,000
".....	Dominion Elevator Co....w	7,000
".....	Keyes, H. R.....w	4,000
PLUMAS.....	Morton, T. L.....w	5,000
".....	Northern Elevator Co.....	25,000
".....	Munro & Shirray.....	25,000
".....	Keyes, H. R.....w	4,000
GLENELLA.....	Morton, T. L.....w	4,000
GLENCAIRN.....	Shaw, A.....w	3,000

MAKINAK.....	Morton, T. L.....w	5,000
“.....	Dominion Elevator Co....w	5,000
“.....	Dauphin Milling Co.....w	4,000
OCHRE RIVER....	Oliver, J. E.....	10,000
“.....	Dominion Elevator Co....w	4,000
DAUPHIN.....	Northern Elevator Co.....	25,000
“.....	Hedderly, J. E.....	25,000
“.....	Dominion Elevator Co....	25,000
“.....	Morton & Pearson.....w	5,000
“.....	Dauphin Milling Co....w	4,000
“.....	Eunis, R. C.....w	5,000
“.....	Other Capacity.....	25,000
VALLEY RIVER....	Dauphin Milling Co.....w	4,000
“.....	Morton & Pearson.....w	4,000

LAKE MANITOBA RY. & CANAL Co., TOTAL.....230,000

GREAT NORTH-WEST CENTRAL RAILWAY.

FORREST.....	Northern Elevator Co.....	25,000
“.....	Campbell, K.....	25,000
“.....	Other capacity.....	25,000
VARCOE.....	Campbell, K.....w	4,000
“.....	Northern Elevator Co.....	8,000
PETTAPIECE.....	Ogilvie Milling Co.....	33,000
“.....	Northern Elevator Co.....	8,000
OAK RIVER.....	Dominion Elevator Co....	40,000
“.....	Ogilvie Milling Co.....	33,000
“.....	Bready, Love & Tryon....	25,000
“.....	Northern Elevator Co....	25,000
HAMIOTA.....	Dominion Elevator Co....	40,000
“.....	Ogilvie Milling Co.....	33,000
“.....	Northern Elevator Co....	25,000
“.....	Basler & Bridgeman.....	60,000
“.....	McConnell, J. H.....	25,000

GREAT NORTH-WEST CENTRAL RY. Co. TOTAL.....434,000

TOTALS.

CANADIAN PACIFIC RY.....	16,714,500
MANITOBA & NORTH-WESTERN RY.....	1,284,500
NORTHERN PACIFIC RY.....	1,295,000
GREAT NORTH-WEST CENTRAL RY.....	434,000
LAKE MANITOBA RY. AND CANAL Co.....	230,000
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GRAND TOTAL.....	19,958,000

Flour Mills.

MANITOBA AND THE NORTH-WEST TERRITORIES.

STATIONS.	OWNER.	DAILY CAPACITY BARRELS.
WINNIPEG	Ogilvie Milling Co.....	2,500
“	Hudson's Bay Co.	200
MARQUETTE.....	Cahoon, W. R.....	50
PORTAGE LA PRAIRIE. (Estimated)		850
MCGREGOR	Rogers Bros	125
AUSTIN	Clifford, W.....	150
BRANDON.....	Alexander, Kelly & Co.	350
OAK LAKE	Leitch Bros.....	250

VIRDEN	Viriden Mill Co.....	50
ELKHORN.....	Elkhorn Mill Co.....	75
WAPELLA	Hughes, Hart & Morris.....	75
WHITEWOOD	Sanders, A	50
GRENDEL.....	Grenfel Milling Co.....	50
WOLSELEY	Wolseley Mill Co	100
REGINA	Western Mill Co	125
ALTONA.....	Brown & Weebe	75
GRETNA	Friesen, J. P. & Son.....	100
PLUM COULEE.....	Harder & Wiens.....	100
WINKLER	Winkler Milling Co.	125
MORDEN	Fraser, B.....	125
MANITOU.....	Watts, A. & Co.....	100
LARIVIERE.....	McIntyre, J. H.....	75
CRYSTAL CITY.....	Greenway, T.....	100
HOLMFIELD	Harrison Bros.....	75
KILLARNEY	Young & Buck	100
BOISSEVAIN	Hurt & McKay.....	200
SOURIS.....	McCulloch & Herriott.....	300
HARTNEY	Innes, Jas.....	150
LAUDER	Morrison, J.....	50
MELITA	Ferguson & Bullock	150
CARMAN	Peters & Winkler	100
TREHERNE	Greey, W. & J. G.....	125
HOLLAND.....	Hiebert Co.....	50
GLENBORO	Cochrane, J. W.....	150
STONEWALL	Rutherford & Co.....	75
WEST SELKIRK	Selkirk Milling Co.....	50
DUCK LAKE	Stobart, W. & Co.	15
PRINCE ALBERT	Kidd, J.....	100
WESTPRINCEALBERT.....	Hudson's Bay Co.	100
ROSTHERN.....	Neufeldt, P.....	75
CALGARY.....	McLean, D	100
EDMONTON	Edmonton Milling Co.....	100
"	Fraser & Co.....	25
ST. JEAN.....	St. Jean Milling Co.....	75
WEST LYNNE	Pocock, Geo.....	100
WAWANESA.....	Russell & Snider.....	100
BALDUR	Band & McDonnell.....	75

HAMIOTA.....	Basler & Bridgman.....	75
GLADSTONE.....	R. Muir & Co.....	200
ARDEN.....	Wilson & Co.....	100
NEEPAWA.....	Beautiful Plains Milling Co...	150
MINNEDOSA.....	E. Pearson.....	75
RAPID CITY.....	G. McCulloch & Co.....	150
BIRTLE.....	Arrow Mill Co.....	100
MILLWOOD.....	H. B. Mitchell.....	100
RUSSELL.....	V. Schwalm.....	60
DAUPHIN.....	Dauphin Mill Co.....	50
Total.....		9,300

Oatmeal Mills.

PLACES.	OWNER.	BARRELS PER DAY.
WINNIPEG.....	Ogilvie Milling Co.....	300
PORTAGE LA PRAIRIE.....	Metcalf, T. H.	75
BRANDON.....	Alexander, Kelly & Co.....	100
PILOT MOUND.....	Dow & Curry.....	100
EDMONTON.....	Brackman & Ker.....	75
Total.....		650

Manitoba's Grain Export.

(Including, during last years, export of the North-West Territories.)

WHEAT.

[INCLUDING FLOUR.]

Crop (1886).....	4,000,000	bushels
“ (1887).....	10,500,000	“
“ (1888).....	4,000,000	“
“ (1889).....	4,500,000	“
“ (1890).....	11,500,000	“
“ (1891).....	14,000,000	“
“ (1892).....	14,000,000	“
“ (1893).....	12,000,000	“
“ (1894).....	15,000,000	“
“ (1895).....	29,000,000	“
“ (1896).....	14,000,000	“
“ (1897).....	22,000,000	“
“ (1898) Estimated	30,000,000	“

PERCENTAGE OF GRADES, AS PER WINNIPEG INSPECTION.

[illegible]

WHEAT INSPECTED AT WINNIPEG.

Crop (1886).....	1,362,600 bushels
" (1887).....	3,878,600 "
" (1888).....	2,183,350 "
" (1889).....	2,207,400 "
" (1890).....	6,630,000 "
" (1891).....	8,691,800 "
" (1892).....	7,228,650 "
" (1893).....	4,811,300 "
" (1894).....	5,375,500 "
" (1895).....	9,042,800 "
" (1896).....	7,753,850 "
" (1897).....	6,453,000 "

Balance of Wheat went out as flour, or was inspected at Fort William.

WHEAT—SIX MONTHS' INSPECTION.

Return for six months ending December 31st, each year named, of the inspection at Winnipeg.

	PER CENT.						
	1892	1893	1894	1895	1896	1897	1898
Extra Hard } ...	8	53	76	31	55	64	35½
No. 1 Hard } ...	36	26	3	15	19½	26	9
No. 2 Hard.....	—	—	—	—	8	1½	—
No. 3 Hard.....	10	6	8	7	6	3	34
Nos. 1 & 2 N'thn.	46	15	13	47	11½	5½	21½
Other Grades ...	—	—	—	—	—	—	—
	100	100	100	100	100	100	100

Quantity inspected of 1898 crop, prior to December 31st, 1898, at Winnipeg, 4,271,250.

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Twelfth Annual Report
OF THE
WINNIPEG GRAIN & PRODUCE EXCHANGE



Presented to the Annual Meeting, held
January 10th. 1900.

Winnipeg:
E. W. RUGG CO. PRINT
1900



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Twelfth Annual Report

OF THE

WINNIPEG GRAIN & PRODUCE EXCHANGE,

Presented to the Annual Meeting, held
January 10th, 1900.

Winnipeg:
E. W. RUGG CO. PRINT.
1900

Winnipeg Grain and Produce Exchange.

Past Presidents.

HON. D. H. McMILLAN, 1887-8.

SAMUEL SPINK, 1889.

N. BAWLF, 1890.

F. W. THOMPSON, 1891.

J. A. MITCHELL, 1892.

ARTHUR ATKINSON, 1893.

S. A. MCGAW, 1894.

G. R. CROWE, 1895.

STEPHEN NAIRN, 1896.

N. BAWLF, 1897.

R. MUIR, 1898.

JOS. HARRIS, 1899.

1900.

President.

W. L. PARRISH.

Vice-President.

WM. MARTIN.

Secretary-Treasurer.

CHAS. N. BELL.

Council.

JNO. LOVE.

G. V. HASTINGS.

D. G. McBEAN.

THOS. THOMPSON.

S. P. CLARK.

G. R. CROWE.

S. A. MCGAW.

C. A. YOUNG.

S. NAIRN.

E. O'REILLY.

T. B. BAKER.

Arbitration Committee.

L. A. TILLEY.

ROBERT MUIR.

D. G. McBEAN.

S. NAIRN.

ALEX. REID.

C. A. YOUNG.

S. A. MCGAW.

Committee of Appeals.

F. W. THOMPSON.

WM. MARTIN.

S. P. CLARK.

R. P. ROBLIN.

G. R. CROWE.

JNO. LOVE.

THOS. THOMPSON.

Call Board Committee

ROBT. MUIR.

T. B. BAKER.

R. P. ROBLIN.

WM. MARTIN.

THOS. THOMPSON.

338.1
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List of Members.

January 10th, 1900.

NAME	RESIDENCE
Adamson, A. J.....	Rosthern, Assa
Allan, W. R.....	City
Atkinson, Arthur.....	City
Archibald, A. C.....	City
Baird, John.....	City
Baker, T. B.....	City
Bawlf, N.....	City
Bawlf, D.....	City
Bawlf, W. J.....	City
Beech, Wm.....	City
Bell, C. N.....	City
Blackadar, Wm.....	Dauphin, Man
Black, W. A.....	City
Boston, Graham.....	City
Bready, T. T. W.....	City
Brigham, I. R.....	Moosomin, Assa
Buchanan, D. W.....	City
Burch, A. E.....	City
Campbell, R. L.....	Franklin, Man
Carson, Wm.....	Calgary, N.W.T
Cavanagh, A.....	Toronto, Ont
Chalmers, R. J.....	Manitou, Man
Champion, H. T.....	City
Clark, S. P.....	City
Cowan, Thos. (The Estate).....	City
Craig, George.....	City
Crowe, H.....	New York, U. S
Crowe, G. R.....	City

WINNIPEG GRAIN AND PRODUCE EXCHANGE.

NAME	RESIDENCE
Douglas, W. G.....	City
Drewry, E. L.....	City
Egan, E. C	City
Ennis, R. C.....	Neepawa, Man
Farrell, S. W. (The Estate).....	City
Gibbins, W. T.....	City
Gill, George.....	City
Gordon, J. T	City
Gordon, C. R.....	Manitou, Man
Graham, W. C	City
Hall, C. E	Alexander, Man
Harrington, C. M.....	Minneapolis, Minn
Harris, John F.....	Chicago, Ill
Harvey, J. G.....	City
Hastings, W. A.....	Montreal, Que
Hastings, George V.....	City
Holmes, E. A.....	Hargrave, Man
Horn, David	City
Hughes, A. J.....	Souris, Man
James, E. A.....	City
Jaques, E. S.	Montreal
Kelly, Thomas.....	City
Kellett, T. H.....	City
Law, Thos	Brandon, ¹ Man
Leitch, A. J	Oak Lake, Man
Lindsay, W. J.	Brandon, Man
Lines, T. W.....	Strathcona, N.W.T
Logan, W. S.	City

TWELFTH ANNUAL REPORT.

NAME	RESIDENCE
Logan, Jno. A	City
Love, Jno	City
Mackenzie, K	City
Mann, J. E	Souris, Man
Mann, D. D.	Montreal, Que
Marshall, G. A. J. A.,	Portage la Prairie, Man
Martin, Wm.	City
Martin, R. D.	Montreal
Matheson, W. A	City
McBean, Arch (The Estate)	City
McBean, Bruce.	City
McBean, D. G.	City
McCulloch, Geo.	Souris, Man
McFarland, Jno. I	City
McGaw, S. A.	City
McKinley, W.	City
McLennan, J. K	City
McMillan, D. H.	City
McMillan, W. W.	City
Metcalfe, T. H	City
Mitchell, James A.	City
Mitchell, H. B	City
Montgomery, T. J.	St. Paul, U.S
Morgan, J. G.	City
Morton, T. L.	Gladstone, Man
Muir, Robert.	City
Nairn, S.	City
Neff, Jno. R.	Mossomin, Assa
Ogilvie, Shirley	Ottawa, Ont
Olafson, G	City
Orr, Malcolm.	Glenboro, Man

WINNIPEG GRAIN AND PRODUCE EXCHANGE.

NAME	RESIDENCE
O'Brien, J. D.	City
O'Reilly, E.	City
Parrish, W. L.	City
Paterson, H. S.	City
Patton, F. L.	City
Postlethwaite, Wm.	Brandon, Man
Pritchard, D.	Carman, Man
Reid, Alex.	City
Ritchie, Robt.	Strathcona, N.W.T
Roblin, R. P.	City
Rogers, Robt.	City
Ross, I. M.	City
Rutherford, W. T.	City
Simpson, F. G.	City
Spink, Samuel	City
Sprague, D. E.	City
Steele, C. H.	City
Scott, S.	Lauder, Man
Thompson, F. W.	City
Thompson, Thos.	City
Thomson, E.	City
Tilley, L. A.	City
Walker, W. A.	City
Watson, H. P.	Minneapolis, Minn
Watson, W. W.	City
Whitla, R. J.	City
Wickson, A.	City
Young, C. A.	City

President's Address.

Winnipeg, Jan. 10th, 1900.

*To the Members of the Winnipeg Grain and Produce
Exchange :*

GENTLEMEN :—

Following the example set by my predecessors, I now, at the close of one of the most successful years we have enjoyed in connection with the Grain Trade in Manitoba, have great pleasure in addressing you in connection with matters of interest which have arisen during the past year.

There has been harvested the largest and one of the most perfectly matured crops which it has ever been our privilege to handle during the comparatively few years in which Manitoba has been recognised as a grain producing province. Although slight frosts appeared in certain isolated portions of the Province and the Territories, the inspection returns prove that the amount of grain affected was exceedingly small, being barely one per cent. of the total harvested, and I am pleased to be able to state definitely that a very great percentage of the wheat marketed has been inspected as of the grade of "Manitoba No. 1 Hard," even in face of the fact that the standard for that grade was made considerably higher by Act of Parliament last session than that required by law during many past years.

I am thankful to be able to say that comparatively little smut has appeared in the grain so far marketed, and I am satisfied that if farmers will use due caution in properly treating their seed and in the preparation of their land that the smut evil will soon to a great extent disappear.

Early in the harvest season it was feared that we would have a repetition of the previous year's trouble from wet weather but although there was a considerable rain fall the farmers had stacked their grain in good condition, the weather turned out very favorably for the curing of the grain, and consequently the quantity damaged was very light, all of which gave little necessity for the use of the drying plants which during the preceding year were operated so extensively.

We were favored with very propitious weather during seeding time so that a large acreage was planted, the grain had an excellent growth, and the crops were more free from weeds than has generally been the case, with the result that the shrinkage on grain shipped direct from the fields to the elevators was much less than usual.

The results of threshing proved somewhat disappointing in the matter of yield, as while earlier in the season indications pointed to an average yield of twenty bushels to the acre, threshers reports place the actual yield at about eighteen bushels ; this, however, I consider a very fair average, and the prices which have been paid have placed a large amount of cash in farmers hands. Altogether I consider that our Province is in a most prosperous condition, and it is satisfactory to note that the value of lands has advanced in all parts of the country.

One feature of the past year's climatic conditions was the

continued mild weather of the autumn which was extended far beyond the ordinary, indeed ploughing was fairly general till the 20th of November, and this allowed farmers to get ready a large acreage for cropping next spring. This, with much wild land broken up by new settlers and summer-fallowing, leads me to expect that next season's acreage will be fully twenty-five per cent. greater than that of 1899.

Our Association has enjoyed a prosperous year. The finances, as you will learn from the Treasurer's report, are again getting into an excellent condition ; our membership both Active and Associate has increased, and very considerable work has been done to further and secure the interests of our members. The Council's report will give you details of what has been done.

Early in the year it was deemed advisable by the Exchange to make a strong effort to prevail on the Dominion Government to secure by legislation permanent standards for the higher grades of Manitoba wheat ; the extension of the Manitoba Inspection Division to Fort William ; that all grain passing Winnipeg be inspected here and warehoused at points east hereof on the Winnipeg inspection ; and that no straight certificates be issued for wheat shipped out in mixed cargoes. These matters were brought before the western members of the Western Grain Standards Board, which was convened by the Minister of Inland Revenue for that purpose, at the request of the Exchange, and through that Board laid before the Government at Ottawa, and by our united representations the desired results were secured. I am certain that the amendments made to the Inspection Act are proving of benefit

to both producers and grain dealers throughout Manitoba and the Territories.

In connection with the changes made in the Inspection Act, the deputations from the Standards Board and this Exchange when in Ottawa also secured the appointment of a Board of Survey, whose duty it is to give final decisions on the grading of grain when disputes arise between the owner and the Inspection officials as to the quality of grain. This Board is working very satisfactorily, and has received the hearty approval of the trade.

The Exchange took up the matter of the elevator charges at Fort William, and was successful in getting the Canadian Pacific Railway Co. to reduce their charge for the first term of storage of twenty days from three-quarters of a cent per bushel to one-half cent for the first fifteen day term, and as well that no charge be made for cleaning grain at Fort William. This certainly has effected a great saving to producers and shippers.

Some changes were made in the formation of the Western Grain Standards Board, and on action being taken by this Exchange our Association has now a fair representation in that body. The Standards Board was called together this year to select samples of the necessary Commercial Grades, and made standards for grades as follows: Nos. 3 Hard and 1 and 2 Frosted wheat.

The Exchange was called upon by the railroads interested, to designate the grades for which we would require bonded accommodation at the ocean ports, and it was decided that Nos. 1 Hard, 2 Hard and 3 Hard wheat, and Nos. 2 White and 2 Mixed oats would cover all grain required to be exported of the year's crop.

We are yearly increasing our production of flax, and as we have not had any standard for its inspection it was deemed advisable to urge the Government during the approaching session to include flax seed in the Inspection Act. This will likely be done so that all flax seed can be dealt with under the Winnipeg Inspection.

The crop of oats was larger than in any previous year, and it is expected there will be a quantity for export.

Barley was also a good crop. Some has already been shipped for export, and it is expected further shipments will be made. I feel satisfied that it would pay the farmers well to be more careful in harvesting this grain, as the color has a great deal to do with determining the value.

The Government statistics relating to the acreage and grain crops which we are enabled to get at present only cover the Province of Manitoba. The grain moved from the Northwest Territories is also practically all handled by the members of the Exchange, and we are very much interested in the crop raised there, and it is also to be hoped that the Northwest Legislature will this year inaugurate a system of compiling statistics which will enable the grain trade to get full information regarding the acreage under cultivation and the quantity harvested.

The immigration into this Province and the Territories has been large this year, and the harvest excursions, which have become an annual affair, brought several thousand people into the country, and I am informed that many have remained and signified their intention of becoming permanent settlers.

The different railway companies have united with the

Grain Exchange in securing for all settlers the best means for procuring first-class seed grain, and a half-rate is given on all shipments of grain intended for seed purposes between points on the different lines of railway in this Province and the Northwest Territories.

We have numerous enquiries from North and South Dakota for seed wheat, and some is annually shipped to those states, and I feel satisfied we would supply them with large quantities if the customs duty was removed. I understand that this matter of the removal of duty from wheat intended for seed is now before Congress.

There has been a considerable increase in the mileage added to the branch lines of railways. The Canadian Pacific extended their branches some eighty miles, with forty more under construction; the Northern Pacific thirty miles, and more under construction; the Canadian Northern seventy-nine miles, and the South Eastern sixty-five miles of their road reaching towards Fort William which it is to be hoped they will have in operation to move the crop of 1900.

The storage facilities throughout the Province and the Northwest Territories on the different lines of railway have been increased by 700,000 bushels, making a total of nearly 21,000,000 bushels.

On account of the continued agitation regarding the mode of handling grain throughout Manitoba and the Northwest Territories the Dominion Government appointed a Royal Commission to enquire into the whole matter, and their report is looked for with interest both by elevator owners and others, as no doubt the Commission will

go thoroughly into the existing conditions and make recommendations to the Government regarding the best method of handling grain in this Province and the Northwest Territories.

In accordance with the provisions of the Crow's Nest Pass railway agreement the Canadian Pacific Railway Company this year reduced their rates on grain to Fort William one and one-half cents per hundred pounds, which was followed by a like reduction on all other railroads. This has meant a great saving to the farmer, although this year the reduction was more than offset by the extremely high rates charged by vessel owners carrying wheat to Buffalo and other ports for export, and the producers, therefore, did not reap the full benefit which was reasonably expected.

It is with deep regret that I have to refer to the deaths of Mr. Archibald McBean and Mr. Jos. Harris, two of our oldest and most respected members, who had been closely identified with the grain trade of this Province from its early days. Mr. Harris, who was elected President at the last annual meeting gave close attention to the interests of the Exchange until, through ill health, he was compelled to go east.

I have to thank all the members for their assistance in the work during my term of office, and have pleasure in wishing you all a " Prosperous New Year."

W. L. PARRISH,
President.

Report of Council,

To the Members of the Winnipeg Grain and Produce Exchange.

GENTLEMEN,—

Your Council beg to present their Twelfth Annual Report.

CALL BOARD.

In accordance with the By-Laws of the Exchange, immediately after the last annual meeting the Council elected the following as the members of the Call Board Committee, viz. : Messrs. Robert Muir (Chairman), W. L. Parrish, R. P. Roblin, William Martin, and F. W. Thompson. At the request of the Council, the Call Board Committee conducted Open Call during the month of February last, but as there did not seem to be any desire on the part of the members of the Exchange to continue it beyond that month, open sessions ceased. During the time when the Call was in operation, transactions were made on the basis of depositing margins under the By-Laws of the Exchange, the marginal amounts being deposited through the Secretary in a regular account in a chartered bank, subject to the joint order of the depositors or of the President and Secretary of the Exchange. Interest accruing on these deposits, when made through the Exchange, were retained by the Council to meet the expense of organizing the system, but the Council consider that some definite

provision, for the disposal of such interest, should be made by By-Law of the Exchange.

AMENDED CALL BOARD RULES.

On the 1st of March last the following alterations were made in the "Rules and Regulations for the government of the Call Board."

Rule 4. "Every sale shall vacate the previous bid or offer," was struck out.

Rule 5. "All offers to buy or sell shall be binding, and all bids and offers remain in full force until the close of the Call on that particular grade" was altered to read as follows: "All offers to buy or sell shall be binding, but bids or offers must be accepted immediately, to have effect."

AMENDMENTS TO RULES GOVERNING SALES FOR FUTURE DELIVERY.

On the 1st of March last the rules relating to sales for future delivery were amended in rules three and five, by providing that Bank receipts for margins deposited shall be made payable to the joint order of both parties to the contract, or of the Secretary of the Exchange, counter-signed by the President.

GRAIN INSPECTION SYSTEM.

The most important matter dealt with by the Exchange during the past year was the securing of radical changes in the Grain Inspection System which had been in force since 1886.

The three resolutions following became the basis for all the changes subsequently made in the old Act :

Passed 8th March, 1899.

“Resolved that this Exchange request the Chairman of the Western Grain Standards Board to ask permission of the Minister of Inland Revenue to call together the Western members of his Board to discuss the advisability of having Inspectors grade on the wording and meaning of the Inspection Act, and that the Standards Board from year to year define such Commercial Grades as may be found necessary.”

Passed 15th March, 1899.

Whereas the evils resulting from the mixing of Manitoba grain at the Fort William and other terminal elevators, are most injuriously affecting the reputation of Manitoba grain in the European markets.

And whereas the Winnipeg Grain and Produce Exchange is most desirous of restoring the reputation of Manitoba grain to its former high standing.

Be it resolved that this Exchange hereby expresses its positive conviction that no mixing of grain should be permitted at terminal elevators, and also that no mixing of grain should be permitted in a cargo shipment unless the Inspection certificate issued therefor shall have written across the face a statement defining the various grades entering into its composition.

And further be it resolved, that this Exchange memorialize the Department of Inland Revenue to secure the enactment of such legislation as may be necessary for the carrying into effect and enforcement of the principle above enunciated.

Passed 29th March.

Resolved that this Winnipeg Grain and Produce Exchange memorialize the Dominion Government that all grain from Manitoba and the Northwest Territories passing Winnipeg to Fort William or east thereof, be inspected at Winnipeg and warehoused at Fort William or other eastern terminal elevators on Winnipeg Inspection."

Copies of these resolutions were submitted to the Minister of Inland Revenue and all the Members of Parliament and Senators from Manitoba and the Northwest Territories, the House of Commons then being in session, with the result that the Minister authorized the assembling of the western members of the Western Grain Standards Board, which body met on the 5th and 6th of April, 1899, and their report to the Minister, as given below, shows that they adopted in every particular the principles enunciated by the Exchange.

Western Grain Standard Board.

Winnipeg, 8th April, 1899.

Sir Henri Joly,

Minister of Inland Revenue,

Ottawa, Ont.

SIR,—I have the honour to give you herewith a report of the special meeting of the western members of the Western Grain Standards held under authority of a letter from Commissioner Miall, dated 24th March last.

The following members of the Board were present at the three sessions, held on the 5th and 6th inst. in this city, viz. : Messrs. S. Spink (Chairman), P. Ferguson, C. Castle, S. C. Elkington, R. J. Phin, Jas. Elder, W. B. Underhill, F. Young, Jas. Riddell, J. McQueen, C. John-

ston, K. Campbell, and C. N. Bell, Secretary. The only member not in attendance was Wm. Postlethwaite of Brandon.

After a preliminary discussion of the subjects submitted for the consideration of the Board, it was found that no difference of opinion existed, and it then became merely a matter for the members to express in writing the principles advocated.

I beg, as directed by the Board, to attach hereto for your information, a copy of all the resolutions adopted and to call to your notice that in each the resolution was carried by unanimous vote.

I have the honor to be, Sir,

Your obedient servant,

CHAS. N. BELL,

Secretary.

COPY of resolutions passed at meetings of the Western Members of the Western Grain Standards Board held in Winnipeg 5th and 6th April, 1899.

Whereas,—We believe that by the present unsatisfactory system of inspection and handling of the grain of this country, the commercial value and general reputation of our wheat has been injuriously affected, both at home and abroad ;

Be it resolved,—That in the opinion of this Board steps should at once be taken, and all legitimate means used, to restore and maintain the high standard and character which rightfully belongs to the hard wheat grown in Manitoba and the Northwest Territories.—Carried unanimously.

Resolved,—That this Standards Board approves of the policy of permanent and uniform grades for Extra Manitoba Hard, Nos. 1 and 2 Hard, and Nos. 1 and 2 Northern, in respect of which Inspectors should be instructed to inspect according to the wording and the meaning of the Act.—Carried unanimously.

“Resolved,—That this Board heartily concurs in the resolution passed by the Winnipeg Grain and Produce Exchange on the 15th of March, 1899, viz. :—That the evils resulting from the mixing of Manitoba grain at Fort William and other terminal elevators are most injuriously affecting the reputation of Manitoba grain in the European markets, and further be it resolved, that this Board hereby expresses its positive conviction that no mixing of wheat should be permitted in a cargo shipment unless the inspection certificate issued therefor shall have written across its face a statement defining the various grades entering into its composition, and no mixed cargo shall carry a straight-grade certificate.”—Carried unanimously.

“Resolved,—That when Inspectors are called on to inspect grain shipped from what are called mixing elevators, they shall be governed in their inspection of such grain by the general standard of grades in force at the public warehouses, and no grain will be allowed to pass inspection that is not fully up to the general average quality of the different grades coming out from the regular bins of the public warehouses ; provided that grain may be cleaned only (not mixed) under the supervision of an Inspector or his deputy at any elevator without coming under the above regulation.—Carried unanimously.

“Be it resolved,—That this Board is convinced that the time has now arrived when it is absolutely necessary in the interest of the producer and the grain interests generally, that all grain grown in Manitoba and the Northwest Territories, passing Winnipeg to Fort William or south or east thereof, be inspected at Winnipeg, and ware-

housed at Fort William or other eastern elevators on Winnipeg inspection.”—Carried unanimously.

“*Whereas*,—The present system of paying Official Grain Inspectors at Winnipeg and Fort William by fees, is most undesirable ;

“*Therefore*, be it resolved, that this Standards Board ask the Minister of Inland Revenue to cause this fee system to be discontinued, and instead thereof, that Inspectors and their Assistants be paid salaries, and that it be respectfully suggested to the Minister that Inspectors’ salaries should be fully commensurate with the importance and responsibilities of their position.—Carried unanimously.

“*Resolved*,—That the term “public elevator” shall be substituted for that of “terminal elevator,” as referred to in the letter of the Department, 24th March, 1899 ; that public elevators are those owned or operated by any persons or corporations who are not grain dealers, but who handle grain for storage purposes only as public warehouse men ; and that this Board strongly recommends that all public elevators should be under Government control and supervision.—Carried unanimously.

“*Resolved*,—That the Secretary wire the Minister of Inland Revenue, asking that this Board be allowed to send three representatives to Ottawa to explain and discuss recommendations made by the Board to the Minister and that the expense of such representatives be paid by the Department.—Carried unanimously.

“That, if the Minister of Inland Revenue authorizes that representatives proceed to Ottawa, the following be our representatives, viz. : Chairman S. Spink, Secretary C. N. Bell, Chas. Castle and K. Campbell, and that if for any reason any one of these representatives cannot go, then the Chairman shall nominate some other member to fill the vacancy.—Carried unanimously.

“Resolved,—That a copy of all resolutions passed at this meeting be forwarded to the Minister of Inland Revenue and the members of Parliament from Manitoba and the Northwest Territories.—Carried unanimously.”

Messrs. Charles C. Castle and C. N. Bell, delegates from the Western Grain Standards Board, were called by the Minister to Ottawa to explain in detail the reasons and causes which led to the adoption of the above resolutions. Messrs. W. L. Parrish and R. D. Martin were sent to Ottawa as representatives of this Exchange. These delegates met, on their arrival in Ottawa, the Minister of Inland Revenue and Western Members of Parliament in consultation, when they strongly advocated changes in the Inspection Act to cover the principles adopted by the Standards Board, this Exchange and the boards of trade of Winnipeg, Brandon and Virden. The Minister then convened a meeting of representatives from boards of trade in Ontario and Quebec and the Dominion Millers Association, with the western representatives and Members of Parliament, for Wednesday, 19th April, in Ottawa. This meeting was largely attended and the eastern interests directly opposed most of the proposed changes, but particularly the principle of Winnipeg Inspection and of the grading on the Act by Inspectors. After hearing the different views expressed at this meeting, the Minister virtually adopted the principles advocated by the western delegates, and it became a matter of working out in detail the required changes in the Act.

Your delegates remained in Ottawa engaged in this work in conjunction with the Western Members of Parliament, and eventually a draft of the amendments required were placed in the hands of the Minister, who introduced the bill to the House of Commons. Later on, owing to

strong representations from eastern interests against some of the provisions of the bill as prepared, the Minister called another meeting on June 13th, 1899, when Mr. C. N. Bell represented this Exchange and the Western Grain Standards Board. A large number of eastern representatives were present at this meeting, which lasted the greater part of two days, when the provisions of the bill introduced by the Minister were thoroughly discussed in every detail, resulting in the alteration of a few minor details, but the principles of the bill were left intact. The Minister then withdrew the first bill and introduced a new one, covering the agreements arrived at, and this bill was passed by the House of Commons without amendment, but the Senate inserted the following clause :

“Whenever there shall arise a difference of opinion between any farmer selling wheat and any wheat buyer as to the grading of such wheat, the farmer while taking the price offered for his wheat as of lower grade than that to which, in his opinion, it belongs, may insist on a sample being selected and agreed on between buyer and seller, which sample shall be parcelled and sealed and sent to the Chief Inspector at Winnipeg, and the said Chief Inspector shall grade the said wheat without delay and make a return of his grading to both parties, and if the said Chief Inspector finds the said wheat to be of a higher grade than that on which the price had been already paid, then the said buyer shall pay to the farmer aforesaid the difference between the price which he had already been paid and that which should have been paid in the first instance had the grade afterwards fixed by the Chief Inspector been agreed upon at the time of sale.”

This was afterwards accepted by the House and the whole became law on the 11th of August.

One important clause in the schedule defining the gradet of grain, and which was opposed by this Exchange and the Western Standards Board at the final conference at Ottawa, was the addition of the word "plump" to the requirements of No. 1 Manitoba hard wheat, and the increasing of the necessary percentage of hard Red Fife wheat from $66\frac{2}{3}\%$ to 75% .

The amended Act went into force on the 1st September, and owing to the fact that some delay occurred in organizing the Survey Board and other boards provided for, and in arranging some details connected with the practical working of the new system, our Secretary was sent to Ottawa to confer with the Minister and Commissioner of the Inland Revenue Department, when all matters were satisfactorily arranged, and since that time, with the experience of some twenty-one millions of bushels of grain, since inspected at Winnipeg, the new Act has proved to be a very great improvement upon that hitherto in force.

Mr. David Horn, Inspector at Winnipeg, was promoted to the new office of Chief Inspector of Grain, for the Manitoba Grain Inspection District, leaving the position of Inspector open, and this office has not yet been filled.

REPRESENTATION ON WESTERN STANDARDS BOARD.

Under the provisions of the new Inspection Act the Western Grain Standards Board shall be convened when climatic or other conditions result in the production of a considerable proportion of grain not capable of being in-

cluded in the classification provided in the Act, thus rendering it necessary that commercial grades and samples should be selected. Practically it is in such cases only that the Board would be called together.

As the Exchange had not, for some years past, been represented on the Board, in August last a request was presented to the Minister of Inland Revenue that Messrs. George McCulloch, miller, of Souris, and C. A. Young, grain dealer of Deloraine, both members of this Exchange, should be added to the Standards Board as our representatives on that body, and by Order-in-Council dated 21st September, 1899, the request of the Exchange was acceded to.

STANDARDS BOARD MEETING.

The Standards Board met on the 25th October, 1899, and selected standard samples to govern the Inspectors in their grading for the "Commercial grades" of No. 3 hard Manitoba wheat and Nos. 1 and 2 frosted wheat. It may be noted here that only 226 cars of 1 and 2 frosted wheat were inspected during the six months ending 31st of December last, out of a total of 20,927 cars of wheat presented to the Inspector for his grading.

DULUTH CERTIFICATE FINAL.

In connection with the controversy which arose over the introduction to the House of Commons of the Bill providing for the new Inspection System, the Council considered it advisable to send the Secretary to St. Paul, Duluth and Minneapolis, to gather information on the subject of the finality of Minnesota inspection. A written report was made by him on his return and this with a large number

of forms, rules, and regulations connected with the Minnesota State Grain Inspection System was considered by the Council and fyled for future use by members of the Exchange.

CHAMBERS OF COMMERCE OF THE EMPIRE.

The Exchange has received an invitation to send delegates to take part in the Fourth Congress of Chambers of Commerce of the Empire, at London, England, in June, 1900. The Congress is called by the London Chamber of Commerce, who were responsible for the organization of the three previous Congresses. As many matters of great importance relating to commercial matters, affecting the Mother Country and her Colonies and Dependencies, will be considered at this meeting, it is to be hoped that some member of this Exchange will be able to be present to represent the Association.

PROPOSED PRODUCE AND FRUIT DEALERS EXCHANGE.

The following circular letter was received by the Exchange on the day stated.

Department of Agriculture (Dairy Branch).

Winnipeg, June 16th, 1899.

To the Produce and Fruit Dealers and Pork Packers of Winnipeg.

Gentlemen.—Short paragraphs have undoubtedly come to your notice in the daily papers of the city touching upon the matter of forming a general produce and fruit exchange in this city. This is surely a step in the right direction if it is properly carried out.

Having been requested by a number of the produce dealers of the city, and having received permission from the Hon. the Minister of Agriculture to call a meeting of the Produce and Fruit and Pork Packers, I hereby give notice that a meeting of the Produce and Fruit and Pork Packers is called for Monday night, June 19th, at 8 p.m. The officers of the Grain Exchange have kindly given the use of their room at the Grain Exchange for the meeting. It is desirable that the chief representative of each firm be present to discuss this important matter.

I have the honor to be,

Your obedient servant,

C. C. MACDONALD.

Several meetings were held in our rooms by butter, cheese and fruit dealers of the City when the subject of an Exchange or Association was discussed at length, but there appeared to be an entire lack of harmony of views entertained by the different individuals as to the scope of the proposed Exchange's work and as to the practicability of uniting the several interests. By common consent the matter was finally dropped, without definite action being taken. The officers of this Exchange drew to the attention of the persons interested that our charter makes full provision for the compiling, recording and publishing of statistics, and securing and distributing of information respecting the produce and provision trades, and for promoting the establishment and maintenance of uniformity in the business customs and regulations among the persons engaged in the said trades throughout the Province. It was also pointed out that there would be no difficulty, if these persons become members of this Exchange, in organizing a

section for the produce and provision lines apart from the general grain business. It can only be a matter of time until this section of the Exchange's field of operation will be organized and business carried on.

FLAX SEED INSPECTION.

Representations were made to the Exchange in August last, that it would be extremely desirable to have definite grades for flax seed included in the General Inspection Act. The Council, after consultation with the General Grain Committee of the Winnipeg Board of Trade instructed the Secretary, who was being sent to Ottawa in connection with matters connected with the new Inspection Act, to interview the Minister of Inland Revenue and urge that Inspectors be authorized to inspect and issue certificates for flax seed on the basis of the following schedule.

GRADES OF FLAX.

No. 1. Manitoba flax seed shall be mature, sound, dry and sweet, free from mustiness and containing not more than 10 per cent. of damaged seed, and having a weight of not less than 53 pounds to the measured bushel of commercially pure seed.

No. 2. Manitoba flax seed shall be the same as No. 1, except that it may contain not more than 20 per cent. damaged seed and weigh 50 pounds to the measured bushel.

Rejected Manitoba flax seed.—Flax seed that is immature, musty or containing more than 20 per cent. damaged seed, and not too damp for temporary storage, shall be "Rejected."

No grade Manitoba flax seed.—Flax seed that is warm,

mouldy, very musty, too damp, or in anywise unfit for temporary storage, shall be classed as "No grade," with the inspectors notation as to quality and condition.

On taking the matter up with the Minister, it was found, that owing to changes in the General Inspection Act made at the last session of Parliament, official grades for flax seed could be legalized by Parliament only, though prior to the adoption of the late amendments to the Act the definition of grades for various grains was within the power of the Governor-General-in-Council. After discussing the matter, however, the Minister agreed to authorize the Inspectors to grade flax seed when requested to do so by owners, thus allowing the Inspector by mutual agreement of the parties interested, to pronounce on the quality and grade of any such seed. The Minister also agreed to introduce at the next session the legislation necessary to include grades of flax seed in the general schedule of the Act.

ELEVATOR CHARGES AT FORT WILLIAM.

In June last the Council sent a deputation to the Canadian Pacific Railway authorities here to urge that the storage charges at Fort William be made the same as those prevailing at Duluth, viz., $\frac{1}{2}$ cent per bushel for elevating and 15 days storage, and that no charge be made for cleaning when such is required. The Railway Company afterwards acceded to this request and the reduced rates, which are similar to those in Duluth, are now in force. The former storage charges were $\frac{3}{4}$ of a cent for elevating and 20 days storage, and $\frac{1}{4}$ of a cent per bushel for cleaning.

The Council have recently represented to the C.P.R. authorities the advisability of making the terms of storage

on the basis of 15 days instead of 30, and dividing the charge of $\frac{1}{2}$ cent per bushel so that the term of 15 days storage will carry $\frac{1}{4}$ of a cent charge.

This proposition is now under consideration by the railway officials.

GRAIN GRADED "TO CLEAN."

On the 22nd of last month the Council had brought before them the matter of the cleaning of grain at Fort William which had been graded at Winnipeg "to clean." The following letter will fully explain the action taken, and the Council have no doubt that a favorable result will follow in due course.

December 22nd.

David Horn, Esq.,

Chief Inspector of Grain, Winnipeg.

Sir,—I am directed by this Exchange to request that you will represent to the Department of Inland Revenue the extreme necessity existing that when Inspectors in this division issue such certificates as read "1 hard—to clean," that they should definitely state the percentage of dirt, etc., per bushel which is to be actually cleaned from the grain in question.

Much dissatisfaction exists at present as a result of the present mode of cleaning under the Inspectors directions at Fort William, as it is the experience of the trade that the grain in many cars has had too much removed in the cleaning operation, while other shipments perhaps, have been insufficiently cleaned. It would appear that the elevator people, using their own judgement and having no detailed directions from the Grain Inspectors, have adop-

ted some system of cleaning an average percentage from unclean grain ordered "to be cleaned," with the consequence that injustice has been inflicted on individual owners of grain that required but a very slight cleaning to make it come up to the grade ordered by the Inspection certificate.

This Exchange strongly recommends that the Department issue a positive order that Inspectors when grading cars "to be cleaned" shall specifically state on the inspection certificates issued for such grain, the exact percentage to be cleaned out of the consignment. This is the system pursued in Minnesota, and it may be readily understood that it is the correct manner in which the work should be conducted to give even-handed justice to all owners of grain which is required to be cleaned.

The official weighing of grain at Fort William would greatly facilitate this feature of inspection work and the Exchange understands that this subject will be urged on the attention of the Department in a definite form at an early date.

The Exchange considers that this is a detail of the duties of the Inspection staff that would be properly and legally governed by a Departmental order.

Kindly take this up with the Department at your earliest possible convenience.

Yours faithfully,

C. N. BELL,

Secretary.

STORAGE "TOUGH" WHEAT AT FORT WILLIAM.

In the early part of January last, a large quantity of wheat grading "tough," collected at Fort William yards was sent over to Port Arthur. The Council had a meeting with Mr. Robert Kerr, Traffic Manager of the C.P.R., and requested that "tough" wheat should be given storage in the Fort William elevator. The following letter in connection with this matter fully explains itself.

C. N. Bell Esq.,

Secretary, Grain Exchange, City.

Dear Sir,—Adverting to my discussion with the Council of the Grain Exchange on Saturday the 14th., when a request was made upon us to set apart bin space in Elevator B at Fort William for the reception of wheat graded "tough."

I now desire to inform the trade that this Company will set apart bin space to the extent of three or four hundred thousand bushels for such wheat, and unload same into Elevator B, providing our freight charges are paid before the wheat is unloaded.

Tough wheat consigned to Fort William elevator, if delayed in unloading the cars after arrival by reason of non-payment of freight charges, will be charged regular demurrage until cars are unloaded or otherwise disposed of by the owner.

The Company will not undertake to grant special bin space for individual lots, but all will be binned together based on the inspection of the Dominion Grain Inspector at Fort William; for example, all grain graded "tough one

hard," will be binned together regardless of ownership, and grain graded "tough 2 hard," and "one and two northern," will be binned in like manner, each grade being kept separate in the same manner as good wheat is being handled under our usual regulations.

Yours truly,

ROBT. KERR

Traffic Manager.

DRIED WHEAT.

Early in January last, the Council had a meeting with Mr. Robert Kerr, Traffic Manager of the C.P.R. and Grain Inspector Horn, to discuss the subject of the character of the wheat which had been treated in the driers at Port Arthur. A general meeting of the Exchange was called on the 18th January, when Mr. King of Port Arthur, and Inspector Gibbs, of Fort William, produced for the information of members a number of samples of the wheat dried at the Port Arthur Elevator, fully explaining the processes and results of the operation of drying.

By resolution, the thanks of the Exchange were tendered to Messrs. King and Gibbs for coming to the City to meet the members of the Exchange and also for the information afforded by them.

DEPUTATION TO FORT WILLIAM.

Several matters affecting the trade in connection with the storage of dried grain at Fort William having arisen, Messrs. Joseph Harris and John Love were appointed by the Council to proceed to Fort William and make an investigation. On their return they made the following report:

Winnipeg, March 22nd, 1899.

The Winnipeg Grain and Produce Exchange.

Gentlemen :—We have the honor to report, that, according to the instructions received from the Grain Exchange, we proceeded to Port Arthur and Fort William.

Our first business was to enquire into the methods which were being adopted, to save the damp grain, and to put it into a merchantable condition. Mr. King showed us thoroughly into the system he had adopted for drying and cleaning such grain, and the result he had obtained. We were much pleased with the condition of the dried grain, after it had gone through Mr. King's process. To all appearances it would keep for any length of time, and as it had been passed through the brushes, it was exceedingly clean, and free from seeds of any kind.

We next proceeded to examine into the condition of bins of such dried wheat, over at Fort William, and Mr. Sellers opened up bins of each grade of dried wheat. Some of this wheat had been in his hands for some weeks, and was apparently keeping perfectly. We came to the conclusion that everything was being done in this direction that could be done, and that there was no fear but that the dried grain of the different grades, was perfectly safe to handle, would keep as long as it was at all necessary, and was a merchantable commodity.

With regard to the alleged irregularities of grading into which we have been instructed to enquire, we are not prepared to make any recommendation, but may say, that we have reason to believe there will be less cause for com-

plaint, in this direction, in the future than there has been in the past.

Yours truly,

JOHN LOVE,

For the Committee.

OVERLOADING OF CARS.

Under date of the 15th of November, 1899, the Canadian Pacific Railway Company issued instructions to agents to impose a penalty charge of double rates for overloading box cars with grain in bulk, The Council appointed a committee to wait on the officers of the Railway in respect of this matter, and in consequence an amending circular was issued by the Company, that agents were expected to closely examine all cars loaded with bulk grain, and before receipts were issued, if they have reason to suppose that the car is overloaded, they should refuse to issue a shipping receipt therefor and demand that the overweight be removed, delay if any to be charged for at the rate of \$2.00 per day.

MONTREAL HARBOUR FACILITIES.

On the 24th April last, Mr. Alex. McFee, President of the Montreal Corn Exchange Association, addressed an informal general meeting of the members of this Exchange and the Winnipeg Board of Trade on the subject of the grain shipping interests. Much interest was manifested in the subject matter advanced by Mr. McFee, and after the general discussion had taken place, the following resolution was carried by unanimous vote :

“Whereas it is anticipated that there will be a large increase in the agricultural products of Manitoba and the Northwest Territories and ample transportation and terminal facilities for the handling of same will be of advantage to the producer, and

Whereas it is of paramount importance to the West and also to the Eastern Provinces that a large share of this business should pass through Canadian Territory to the seaboard, and

Whereas the Canadian Inland Marine is insufficient to meet the requirements of the grain trade originating at Fort William elevators, and

Whereas there are no elevator facilities at Montreal for the storage of grain arriving by the water route,

Be it therefore resolved that it is the opinion of this meeting, in view of the large anticipated increase in the grain products of this country which will require all the harbor space in the Port of Montreal to provide for the same, that the property now controlled by the Montreal Harbor Trust be not alienated by long term of leases to either individuals or corporations,

Be it further resolved that pending the increase of Canadian vessels sufficient for the requirements of the Grain Trade at Fort William that U.S. vessels be allowed to load at Fort William for Canadian Eastern Ports for export,

And that the Port of Montreal be equipped with the most modern permanent elevator facilities by the Government as an adjunct to the canals, thereby assuring to the producer that the minimum charge for the transshipping and storage of grain will be made,

And also that such facilities be provided by the Dominion Government as will prolong navigation at Fort William to the latest date possible.”

This resolution was further endorsed at a regular meeting of the Exchange held later on, and by instruction, copies were forwarded to the Ministers of Public Works and Railways and Canals, and the Montréal Board of Trade and Corn Exchange.

In acknowledging receipt of the resolution, both the Montréal Board of Trade and Corn Exchange enclosed copies of resolutions and reports of committees previously adopted by them, voicing much the same views as were expressed here.

Within the last month the Montréal Harbor Commissioners have completed arrangements with a Syndicate whereby the latter are given most valuable sites in the Montréal Harbor upon which to erect two enormous grain elevators, the Syndicate guaranteeing the character of the structures and submitting their scale of rates for elevating and storage for the approval of the Commissioners. The arrangement also includes a guarantee from the Company that they will invest a large amount of money in vessels for transporting grain down the St. Lawrence to Montréal and a diversion of millions of bushels of American grain through the Montréal Harbour. Much diversity of opinion has been expressed in Montréal over this arrangement and it remains to be seen whether all the advantages promised to the Montréal Harbor by the Syndicate will be realized.

TELEGRAPH FACILITIES.

With the opening of this season's business the attention of the Council was drawn to the very unsatisfactory way in which the service of sending telegraph messages from the Exchange Building to the different telegraph offices in the

City, was carried out. A Committee of the Council arranged with Mr. Bawlf, owner of the building, and the Superintendent of the C.P.R. Telegraph Company, that a special service be given the Exchange, and now a corps of messenger boys is stationed in the building to receive and deliver all telegrams sent from or to offices in the Exchange.

TELEGRAPHIC RATES ON THE GREAT NORTHWEST CENTRAL.

By direction of the Council the matter of the 50c. per ten words rate on telegrams to points along the line of the Great Northwest Central Railway, in Manitoba, was taken up with the C.P.R. Telegraph Company and it was requested that the regular charge of 25c. per message of ten words prevailing to all other points in Manitoba should be collected. Under date of December 6th, the General Superintendent of the C.P.R. Telegraph Co., stated that his Company had not yet control over the wires along the railway mentioned. The matter was again urged on Mr. Wm. Whyte, Manager, and a decision is expected daily from the Company. The present charge of 50c per message is most certainly extortionate and should be reduced to the rate current elsewhere in the Province.

ARBITRATIONS.

Only three cases of dispute between members were submitted for settlement to Arbitration Boards. In one of these cases an appeal was taken to a Board of Appeal, and that Board sustained the appeal and over-ruled the finding of the Arbitration Board.

EXPORT GRADES OF GRAIN.

Under date of the 3rd November, the Canadian Pacific Railway Company requested the Exchange to state what grades of grain of the current crop they desired to export through the ports of New York, Philadelphia, Baltimore or Boston. At a regular meeting of the Exchange held on the 15th of November it was decided to recommend the following as the grades for export : Nos. 1, 2, and 3, Manitoba Hard Wheat, and Nos. 2 White and 2 Mixed Oats.

INTERSTATE GRAIN GROWERS CONVENTION.

The Exchange, in March last, received an invitation to send delegates to an " Interstate Grain Growers Convention," to be held at Fargo, North Dakota, that month.

The Council communicated with the Hon. Thomas Greenway, Provincial Minister of Agriculture, recommending that he should send Mr. Charles Braithwaite, Provincial Noxious Weeds Inspector, to attend the Convention, as valuable information for his department might be gathered during the meeting. The Minister acceded to the request of the Exchange and sent Mr. Braithwaite, who attended and took part in the Convention, and on his return presented to the Council a long report on the proceedings. This report is on file in the Secretary's office and may be consulted by any persons interested.

PHILADELPHIA COMMERCIAL MUSEUM.

In May last, the Exchange received and accepted an invitation from the Philadelphia Commercial Museum, to accept honorary membership on the International Advisory Board of that institution, the avowed object of which

is to deal with all matters affecting the interchange of products between Canada and the United States, or questions pertaining to a closer understanding between the two countries. The President and the Vice-President were named as our representatives on the Advisory Board.

METRIC SYSTEM OF WEIGHTS AND MEASURES.

Sir Henry Joly de Lotbiniere, Minister of Inland Revenue, visited Winnipeg in September last, in connection with the Grain Inspection System, and while here kindly delivered a lecture on the Metric System of Weights and Measures which was held in the Board Room, and largely attended by the members of the Exchange, Board of Trade and others interested in the subject.

COMMITTEE ON APPLICATIONS.

By a change made in the By-Laws at the close of 1898, it became necessary for the Council to appoint a special committee to report to the Council on each application for membership received before the Council should take action to recommend any such application to the Exchange, Messrs. S. Spink, John Love and R. D. Martin were appointed by the Council as the committee, and have acted during the year.

SEED GRAIN SAMPLES.

As has been customary in several past seasons, at the request of the railroad companies operating in this Province and by agreement with the Provincial Department of Agriculture, the Exchange undertook and carried out the work of providing railway agents throughout the Province

with samples of "good seed grain," for the purpose of securing special rates of freight on consignments of seed. The thanks of the Exchange are due to Mr. David Horn, Grain Inspector for his assistance in putting up the 700 samples called for.

MARKET REPORT SERVICE.

The Market Report Service given the Exchange continues to be quite satisfactory. No changes have been made by the Exchange in the service during the past year.

CHANGES IN COUNCIL.

Mr. Joseph Harris, owing to continued ill health, requiring his residence in Toronto, resigned his position as President, on September 18th. Under the By-Laws the Council accepted the resignation and elected as President, Mr. W. L. Parrish, then Vice-President. Mr. R. P. Roblin was elected as Vice-President to fill the vacancy; Mr. C. A. Young was elected as a member of the Council in place of Mr. Roblin; and Mr. D. G. McBean in place of Mr. F. W. Thompson, retired.

The new By-Law providing that a member of the Council not attending three successive meetings, should retire without action on the part of the Council, seems to have worked satisfactorily, and the attendance at meetings has been good. The Council have held 28 meetings

CHANGES IN MEMBERSHIP.

The following changes were made in the membership list of the Exchange, viz:—three new active members and five associate members were added, and two associate

members surrendered their certificates and took active membership. Transfers were made during the year of seven active membership seats.

FURNISHING NEW ROOMS.

In conjunction with the Board of Trade, the Council furnished the new Board Room and Secretary's Office, and as these rooms are used in common by the Board and Exchange, each body contributed one-half. Altogether the Exchange's new quarters are most commodious and satisfactory, and a great improvement on any accommodation previously had.

AUDITORS.

Acting under the By-Laws the Council elected Messrs. John Love and S. Nairn as Auditors of the Exchange.

DEATH OF MEMBERS.

On January 19th the Exchange suffered the loss by death of Mr. Archibald McBean who had been a member since 1888. In addition to forwarding to the family an expression of sympathy, the Exchange was formally represented at the funeral of our late member.

Mr. Joseph Harris, elected President of the Exchange at the last annual meeting felt compelled on the 18th September, from continual ill health, to resign the presidency. Mr. Harris finally succumbed to his illness on the 1st November, the news of his death being wired that day by Mr. Alex Cavanagh, a member of our Association, resident in Toronto, who by resolution of a general meeting expressed to the family of the late Mr. Harris the deep

sympathy of the members of this association. Mr. Cavanagh also officially represented the Exchange at the funeral which was held in Toronto.

For the Council,

W. L. PARRISH,

President

CHAS. N. BELL,

Secretary.

Grain Storage Capacity.

Including Port Arthur, Fort William, Keewatin and
points in Manitoba and the Territories.)

ON, OR ADJACENT TO LINES OF RAIL.
1st January, 1900.

1891	.....	7,628,000 bushels.
1892	. . . . .	10,366,800 “
1893	. . . . .	11,467,100 “
1894	. . . . .	11,817,100 “
1895	.....	12,000,000 “
1896	.....	13,873,600 “
1897	.....	14,999,300 “
1898	.....	18,378,500 “
1899	. . . . .	19,958,000 “
1900	.....	20,908,000 “

Note—Warehouses, other than elevators, are marked “ w.”

C. P. Ry. Main Line.

STATION	OWNER OR LESSEE.	CAPACITY IN BUSHEL.
PORT ARTHUR . .	Canadian Pacific Railway	315,000
FORT WILLIAM . .	“	A 1,250,000
“ . .	“	B 1,250,000
“ . .	“	C 1,500,000
“ . .	“	D 1,250,000

KEEWATIN.....	Estimated capacity	750,000
WINNIPEG.....	Ogilvie Milling Co	820,000
“	Hudson's Bay Co.	70,000
“	Northern Elevator Co ...	140,000
“	Body & Noakes	50,000
“	Other Capacity	25,000
HIGH BLUFF ...	Ogilvie Milling Co	26,000
“	Northern Elevator Co	20,000
POPLAR POINT ..	Dominion Elevator Co ...	9,000
P. LA PRAIRIE ..	Farmers Elevator Co	110,000
“	Ogilvie Milling Co	32,000
“	Dominion Elevator Co ...	30,000
“	Metcalf & Son	25,000
“	Other capacity	182,000
“	“	20,000
BURNSIDE	Farmers Elevator Co	27,000
“	Northern Elevator Co	25,000
BAGOT	Dominion Elevator Co ...	32,000
“	Other capacity	25,000
MCGREGOR	Northern Elevator Co	25,000
“	Rogers Bros	40,000
“	Other capacity	25,000
AUSTIN	Clifford, W	30,000
“	Dominion Elevator Co ...	30,000
SIDNEY	Northern Elevator Co	30,000
“	O'Reilly, E.	27,000
“	Dominion Elevator Co....	25,000
MELBOURNE	Dominion Elevator Co....	20,000

CARBERRY	.... Lyons, R. F	55,000
"	.... Northern Elevator Co	35,000
"	.... Ogilvie Milling Co	35,000
"	.... Murphy, G. B.	35,000
"	.... Hurt, C. J.	40,000
"	.... Winnipeg Elevator Co....	25,000
"	.... Hope & Co.	35,000
"	.... Other capacity	35,000
SEWELL	.... O'Reilly, E.	20,000
"	.... Northern Elevator Co	25,000
DOUGLAS	.... Northern Elevator Co	25,000
"	.... Greenwood, T. E	30,000
"	.... Other capacity	35,000
CHATER	.... Chater Elevator Co	30,000
"	.... Smith, R	25,000
BRANDON	.... Lindsay, W. J.	65,000
"	.... Farmers' Elevator Co	50,000
"	.... Alexander, Kelly & Co. ..	125,000
"	.... Dominion Elevator Co	40,000
"	.... Ogilvie Milling Co	35,000
"	.... Riesberry, J. M.	15,000
KEMNAY	.... Farmers' Elevator Co	33,000
"	.... Ogilvie Milling Co	30,000
ALEXANDER	.... Farmers' Elevator Co	30,000
"	.... Fenwick, A.	30,000
"	.... Northern Elevator Co	30,000
"	.... Ogilvie Milling Co	10,000
GRISWOLD	.... Ogilvie Milling Co	20,000
"	.... Chisholm, A. D.	30,000
"	.... Northern Elevator Co	25,000
"	.... Other capacity	35,000

WINNIPEG GRAIN AND PRODUCE EXCHANGE.

OAK LAKE.....	Dominion Elevator Co....	25,000
"	Leitch Bros	35,000
"	Leitch Bros .....w	15,000
"	Ogilvie Milling Co	20,000
"	Winnipeg Elevator Co....	25,000
ROUTLEDGE ...	Leitch Bros	35,000
VIRDEN	Northern Elevator Co	35,000
"	Dominion Elevator Co. ..	40,000
"	Colter, S. S.	23,000
"	Ogilvie Milling Co	33,000
"	Craig, C. W	15,000
"	Other capacity ...	35,000
HARGRAVE.....	Holmes, E. A.	35,000
"	Northern Elevator Co	25,000
ELKHORN	Ogilvie Milling Co	20,000
"	Northern Elevator Co	27,000
"	Dominion Elevator Co ...	10,000
"	Dominion Elevator Co....w	7,000
"	Other capacity	35,000
KIRKELLA	Winnipeg Elevator Co....	25,000
FLEMING	Brigham & James	25,000
"	Sharpe, J	5,000
"	Winnipeg Elevator Co....	25,000
"	Other Capacity	45,000
MOOSOMIN	Sharp & Ferguson	25,000
"	Dominion Elevator Co	27,000
"	Ogilvie Milling Co ...	35,000
"	Brigham & James	45,000
"	Smith & Brigham	25,000
"	Farmers' Elevator Co	40,000
"	Other Capacity	45,000
RED JACKET ...	Dominion Elevator Co....	25,000
"	Brigham & James	25,000

WAPELLA	.... Knowles & Nixon.....	30,000
"	.... Dominion Elevator Co	30,000
"	.... Northern Elevator Co . . .	25,000
WHITEWOOD....	Dominion Elevator Co	40,000
"	.... Sanders, Jas	25,000
BROADVIEW	.... Thorburn & Sonsw	4,000
GRENDEL	.... Grenfel Elevator Co	30,000
"	.... Kellett, T. H.w	2,000
"	.... Winnipeg Elevator Co....	25,000
SUMMERBERRY ..	Winnipeg Elevator Co....	27,000
"	.. Grenfel Elevator Co	25,000
WOLSELEY	.... Dominion Elevator Co	28,000
"	.... Dominion Elevator Co ....w	10,000
"	.... Ogilvie Milling Co	18,000
"	.... Wolseley Milling Co.....	15,000
SINTALUTA	Ogilvie Milling Co	35,000
"	.... Farmers' Elevator Co	30,000
"	.... Winnipeg Elevator Co . . .	25,000
"	.... Dominion Elevator Co	28,000
"	.... Other Capacity	25,000
INDIAN HEAD	.. Farmers Elevator Co . . .	35,000
"	.. Brassey	20,000
"	.. Baker & Reid.....	30,000
"	.. Winnipeg Elevator Co	34,000
"	.. Northern Elevator Co	30,000
"	.. Dominion Elevator Co . . .	30,000
"	.. Other capacity	30,000
QU'APPELLE	.... Northern Elevator Co	30,000
"	.... Winnipeg Elevator Co	27,000
"	.... Other capacity	30,000

MCLEAN	Northern Elevator Co	25,000
BALGONIE	Winnipeg Elevator Co	35,000
“	Northern Elevator Co	27,000
“	Dominion Elevator Co ...	27,000
PILOT BUTTE....	O'Reilly, E..... w	4,000
REGINA	Western Milling Co	30,000
“	Winnipeg Elevator Co	80,000
GRAND COULEE..	Dominion Elevator Co ... w	5,000
“	Baker & Reid.....	30,000
PENSE	Western Milling Co	25,000
BELLE PLAIN....	Baker & Reid.....	20,000
MOOSEJAW	Ogilvie Milling Co	15,000
“	Baker & Reid.....	30,000
“	Winnipeg Elevator Co	30,000
BOHARM	Winnipeg Elevator Co	28,000
CARON	Winnipeg Elevator Co	25,000
CALGARY	Calgary Milling Co	60,000
C. P. R. MAIN LINE TOTAL ...		11,004,000

C. P. Ry.—Pembina Section.

LA SALLE	Northern Elevator Co	25,000
MCTAVISH.....	Moore, E.D	2,000
MORRIS	Ogilvie Milling Co	35,000
“	Baker & Reid.....	15,000

ROSENFELD.....	Ogilvie Milling Co.....	13,000
"	.....Livingstone, J & J.....w	6,000
"	.....Northern Elevator Co.....w	7,000
"	.....Northern Elevator Co.....	10,000
"	.....Other capacity	10,000
ALTONA	Ogilvie Milling Co	46,000
"	.....Northern Elevator Co	25,000
"	.....Schwartz, J. & P	25,000
"	.....Livingstone, J. & J	10,000
"	.....Ritz & Widmeyer	6,000
"	.....Other capacity	45,000
GREYNA	McMillan & Lane	35,000
"	.....Ogilvie Milling Co	44,000
"	.....Dominion Elevator Co	25,000
"	.....Body & Noakes	7,000
"	.....Livingstone, J. & J	10,000
"	.....Farmers Elevator Co.....	25,000
"	.....Other Capacity	15,000
PLUM COULEE ..	Ogilvie Milling Co	40,000
"	..Wagner Bros.....	30,000
"	..Dominion Elevator Co.....	25,000
"	..Winnipeg Elevator Co.....	25,000
"	..Livingstone, J. & J.....w	10,000
"	..Other Capacity	25,000
WINKLER	Livingstone, J. & J. ....w	5,000
"	.....Winnipeg Elevator Co....	25,000
"	.....Ogilvie Milling Co	30,000
"	.....Dominion Elevator Co ...	35,000
"	.....Northern Elevator Co	60,000
"	.....McMillan & Lane	40,000
"	.....Other Capacity	45,000
MORDEN	Northern Elevator Co	35,000
"	.....McMillan & Lane	40,000
"	.....Dominion Elevator Co. ...	25,000
"	.....Ogilvie Milling Co	40,000

MORDEN, cont ..	Livingstone, J & J	w	3,000
“	Body and Noakes	w	3,000
“	Winnipeg Elevator Co		50,000
“	Haley and Sutton		25,000
“	Other capacity		45,000
THORNHILL	Ogilvie Milling Co		18,000
“	Weldon and Broadbent		30,000
“	Other capacity		25,000
DARLINGFORD ..	Darlingford Elevator Co ..		25,000
MANITOU	Ironside, R		45,000
“	Ogilvie Milling Co		35,000
“	Chalmers Bros. and Bethune		24,000
“	Canadian Pacific Ry. Co ..w		5,000
“	Other capacity		45,000
LA RIVIERE....	Chalmers Bros. and Bethune		35,000
“	Ironside and Armstrong ..		30,000
PURVIS	Winnipeg Elevator Co		25,000
SNOWFLAKE	Northern Elevator Co		25,000
PILOT MOUND ..	Chalmers Bros. & Bethune		45,000
“	Ogilvie Milling Co		35,000
“	Donald & Fraser		25,000
“	Dow & Curry	w	12,000
“	Chalmers Bros. & Bethune w		5,000
CRYSTAL CITY ..	Ring & Parr		30,000
“	Northern Elevator Co		25,000
CLEARWATER ...	Hunter & Moore		35,000
“	Winnipeg Elevator Co		25,000
“	Rogers, R	w	4,000
MATHER	Farmers' Elevator Co		25,000

CARTWRIGHT	... Young, C. A	30,000
"	... Farmers' Elevator Co	25,000
HOLMFIELD	.... Harrison Bros	28,000
KILLARNEY	.... Young & Buck	25,000
"	... Winnipeg Elevator Co	25,000
"	.... Dominion Elevator Co	25,000
"	... Deyell & Co	25,000
NINGA	.... Northern Elevator Co	30,000
"	... Dominion Elevator Co	25,000
"	.... Other capacity ...	45,000
BOISSEVAIN	.... Ogilvie Milling Co	40,000
"	.... Farmers Elevator Co	45,000
"	.... McKay, J. S.	40,000
"	.... Nicol, E and Son	25,000
"	.... Tatchell, E. B	25,000
"	... Cole, F. F	25,000
"	.... Other capacity	50,000
WHITEWATER	.. Northern Elevator Co	25,000
"	.. Dominion Elevator Co ...	20,000
"	.. Other capacity	30,000
DELORAINÉ	.... Young, C. A	33,000
"	.. Northern Elevator Co ...	33,000
"	... Deyell and Co	25,000
"	.. Dominion Elevator Co	25,000
"	.... Ogilvie Milling Co....	25,000
GOODLANDS	.... Northern Elevator Co	25,000
MEDORA	.... Young, C. A	15,000

C. P. R.—PEMBINA BRANCH, TOTAL....2,542,000

C. P. Ry.—Souris Branch.

BERESFORD	.....Lindsay, W. J	28,000
"	.....Winnipeg Elevator Co ...	25,000
SOURIS	.....Deyell and Co	40,000
"	.....Sowden, W. F	30,000
"	.....Northern Elevator Co	25,000
"	.....McCulloch and Herriott....	75,000
"	.....Parrish, W. L	25,000
"	.....Other capacity	35,000
MENTEITH	.....McCulloch and Herriott....	30,000
HARTNEY	.....Chapin, F	35,000
"	.....Baker and Reid	30,000
"	.....Innes, J	35,000
"	.....Ogilvie Milling Co	35,000
"	.....Other capacity ..	35,000
LAUDER	.....Ogilvie Milling Co....	20,000
"	.....Scott, S	25,000
"	.....Other capacity	25,000
NAPINKA	.....Dominion Elevator Co	25,000
"	.....Northern Elevator Co	25,000
MELITA	.....Ogilvie Milling Co	15,000
"	.....Northern Elevator Co	30,000
"	.....Bulloch and Sons	24,000
"	.....Other capacity	45,000
ELVA	.....Northern Elevator Co	25,000
"	.....Dominion Elevator Co	28,000
"	.....Sherar and Modeland	25,000
"	.....Other capacity	25,000

PIERSON	..... Dominion Elevator Co ...	25,000
"	..... Bulloch and Sons	25,000
"	..... Northern Elevator Co	25,000
"	..... Other capacity	25,000
GAINSBORO	.... Dominion Elevator Co	25,000
"	.... Northern Elevator Co	35,000
CARIEVALE	.... Northern Elevator Co	25,000
"	.... Dominion Elevator Co	30,000
CARNDUFF	... Dominion Elevator Co	30,000
"	... .. Northern Elevator Co ...	25,000
"	.. . Farmers Grain Co . . .	25,000
GLEN EWEN	.... Winnipeg Elevator Co ...	25,000
OXBOW	..... Northern Elevator Co	20,000
"	..... .. Winnipeg Elevator Co	25,000
"	..... : Dominion Elevator Co	25,000
ALAMEDA	..... Northern Elevator Co	25,000
"	..... Dominion Elevator Co	27,000
"	..... Other capacity	25,000
FROBYSHIRE	.... Hopper, A. K... ..w	2,000
ESTEVAN	..... Farmers Elevator Co.....w	1,000

C. P. R.—SOURIS BRANCH, TOTAL.. 1,315,000

C. P. Ry.—Pipestone Branch.

DELEAU	..... Northern Elevator Co	30,000
"	..... Other capacity	20,000
FINDLAY	..... Northern Elevator Co	25,000

PIPESTONE.....	Northern Elevator Co	30,000
“	Deyell and Co	34,000
“	Deyell and Co .....w	5,000
RESTON	Northern Elevator Co	30,000
“	Farmers Elevator Co.....	30,000
“	Other capacity	45,000

C. P. R.—PIPESTONE BRANCH, TOTAL.. 259,000

C. P. Ry.—South Western Branch.

STARBUCK	Northern Elevator Co ...	25,000
ELM CREEK	Northern Elevator Co	25,000
CARMAN	Farmers Elevator Co	60,000
“	Dominion Elevator Co	35,000
“	Northern Elevator Co	35,000
“	Ogilvie Milling Co	35,000
“	Winnipeg Elevator Co	25,000
“	Other capacity	25,000
RATHWELL	Baker and Reid	30,000
“	Northern Elevator Co	30,000
TREHERNE	Northern Elevator Co	35,000
“	Farmers Elevator Co.....	70,000
“	Weichman, C...	30,000
“	Dominion Elevator Co....	27,000
HOLLAND	Northern Elevator Co ...	25,000
“	Farmers Elevator Co.....	30,000
“	Ogilvie Milling Co.....	40,000
“	Other capacity.....	25,000
CYPRESS RIVER	Ogilvie Milling Co	35,000
“	Farmers Elevator Co	30,000
“	Northern Elevator Co.....	25,000
“	Baker & Reid.....	30,000

GLENBORO	Ogilvie Milling Co	40,000
"	Northern Elevator Co	30,000
"	Baker & Reid	28,000
"	Cochrane, J. W	30,000
STOCKTON	Baker & Reid	26,000
"	Dominion Elevator Co	30,000
TREESBANK	Baker and Reid	30,000
"	Other capacity	45,000
METHVEN	Ogilvie Milling Co	35,000
"	Banting, T. E. M	25,000
"	Other capacity	30,000
NESBITT	Northern Elevator Co	27,000
"	Dominion Elevator Co	25,000
CARROLL	Parrish, W. L	25,000
"	Northern Elevator Co	35,000
"	Other capacity	40,000
C.P.R. SOUTH WESTERN BRANCH, TOTAL		1,232,000

C. P. Ry.—Emerson Branch.

ARNAUD	Dominion Elevator Co	25,000
NIVERVILLE	Ogilvie Milling Co	10,000
"	Wallace	10,000
OTTERBURNE	Northern Elevator Co	25,000
"	Carey, M. T	4,000
"	McVicar, J	4,000
DOMINION CITY	Waddell, J	20,000
"	Mayner, S. G	3,000
"	Farmers Elevator Co	25,000
"	Other Capacity	25,000

EMERSON	..... Ogilvie Milling Co	.....	52,000
"	..... Dominion Elevator Co	....	30,000
"	..... Annes, C	.....w	4,000
			<hr/>
C.P.R. EMERSON BRANCH, TOTAL..			237,000

C. P. Ry.—Other Branches.

STONEWALL	..... Ogilvie Milling Co	.....	32,000
"	..... Dominion Elevator Co	....w	6,000
"	... Bruce, W.	.....w	5,000
"	..... Musgrove & Co	.....w	5,000
BALMORAL	..... Northern Elevator Co	....	27,000
WEST SELKIRK	.. Selkirk Milling Co	....w	3,000
WASCANA	..... Winnipeg Elevator Co	....	27,000
"	..... Dominion Elevator Co	....	25,000
LUMSDEN	..... Winnipeg Elevator Co	..	25,000
"	..... Farmers Elevator Co	.....	22,000
DISLEY	.... Smith, Ed.	..... w	2,000
CRAVEN	..... Farmers Elevator Co	....w	2,000
"	... Laidlaw	.....w	2,000
"	..... Dominion Elevator Co	....w	2,000
SASKATOON	..... Baker & Reid	.....w	4,000
RO THERN	.... Dominion Elevator Co	....w	7,000
"	..... Baker & Reid	.....	26,000
HAGUE	..... Baker & Reid	.....w	18,000
DUCK LAKE	.... Baker & Reid	.....w	1,000

PRINCE ALBERT..	Hudson's Bay Co ..	20,000
"	..4 Warehouses..... w	15,000
INNISFAIL	Curry Bros	w 5,000
"	... ..Archer & Simpson.....w	4,000
"	.....Rancner Supply Co	w 5,000
RED DEER	Dominion Elevator Co	20,000
LACOMBE	McLeod	w 6,000
"	.....Matthias, G. R	w 6,000
"	.....Brackman & Kerr	w 4,000
WETASKAWIN...	Dominion Elevator Co	20,000
"	... ..Brackman & Kerr	60,000
LEDUC	Dominion Elevator Co	20,000
"	.....Northern Elevator Co	22,000
EDMONTON	Northern Elevator Co	30,000
"	.....Dominion Elevator Co	22,000
"	.....Edmonton Milling Co	34,000
"	.....Brackman & Kerr	104,000
"	.....Parrish, W. L	w 10,000
OKOTOKS	Calgary Milling Co	w 6,000
C. P. R.—OTHER BRANCHES, TOTAL..		654,000

Manitoba and North Western Railway Company.

MACDONALD	Northern Elevator Co	15,000
"	.... Paterson, H. S	35,000
"	.... Other capacity	32,000
WESTBOURNE ...	Dominion Elevator Co	w 8,000
GLADSTONE	Broadfoot, P	w 4,500
"	.... Pearson, F. E.....	w 2,500

GLADSTONE, cont	Bailey, W. S	w	3,000
"	Williams, A. G	w	4,500
"	Muir, R. & Co	w	14,000
"	Morton, T. L	w	8,500
MIDWAY	Northern Elevator Co		12,000
"	Northern Elevator Co	w	3,500
"	Ogilvie Milling Co		40,000
"	O'Reilly, E.		10,000
ARDEN	Northern Elevator Co		15,000
"	Wilson, Moore & Co		20,000
"	Davidson & Co		25,000
"	Ennis, R. C		27,500
"	Other capacity		40,000
NEEPAWA	Beautiful Plains Milling Co		60,000
"	Ennis, R. C		75,000
"	Ogilvie Milling Co		50,000
"	O'Reilly, E.		20,000
"	Dominion Elevator Co		25,000
"	Northern Elevator Co		12,000
"	Davidson & Co		14,000
"	Other capacity		55,000
FRANKLIN	Ogilvie Milling Co		16,000
"	Northern Elevator Co		20,000
"	Campbell, R. L		16,000
"	Davidson & Co		25,000
"	Ennis, R. C		27,500
"	Other capacity		40,000
MINNEDOSA	Ogilvie Milling Co		33,000
"	Ennis, R. C		25,000
"	Pearson, E	w	8,000
"	Wake, John	w	7,500
"	Northern Elevator Co	w	7,000
"	Dominion Elevator Co	w	8,000

RAPID CITY	.... Farmers Elevator Co	....	35,000
"	... McCulloch & Co	.....	35,000
"	.... Northern Elevator Co	....w	12,000
"	... Warren, John	.....w	5,500
"	.... McCulloch & Co	.....w	6,000
"	.... McCulloch & Co	... ..w	10,000
BASSWOOD	.... McCormick, Colin	.....w	6,000
"	.... Northern Elevator Co	....w	7,500
"	.... Dominion Elevator Co	....w	9,500
NEWDALÉ	..... Northern Elevator Co	.. .w	7,500
"	..... Fanning, A. R	.....w	7,000
"	... .. Other capacity	.....	11,000
STRATHCLAIR	... Stewart, R	.....	16,000
"	... Dominion Elevator Co	....w	6,000
"	... Northern Elevator Co	....w	7,500
SHOAL LAKE	.... Dominion Elevator Co	....	30,000
"	.... Scott. Robt	.....	35,000
"	.... Wake, John	.....w	2,000
"	.... McDonald, D. & Co	.....w	6,000
"	.... Randall, Ralph	.....w	6,000
KELLO	..... Marshall, A	.....w	6,000
SOLSGIRTH	..... Marshall, A	.....w	5,000
"	..... St. Paul Con. Co., Leese		
	Thos. (lessee)	.....w	3,500
"	..... Northern Elevator Co	....	18,000
BIRTLE	..... Arrow Milling Co	.....w	10,000
"	..... Northern Elevator Co	....w	7,500
FOXWARREN	.... Dominion Elevator Co	....w	8,000
"	.... Laycock, A	.....w	7,500
"	.... Scarth, Wm	.....w	3,000

BINSCARTH	....Northern Elevator Co ....w	3,500,
"	....Dominion Elevator Co ....w	3,500
"	....Binscarth Gr'n W'house Co w	6,000
RUSSELL	.. . . .Northern Elevator Co	9,000
"	.....Northern Elevator Co ....w	3,000
"	.. . . .Schwalm, V	5,000
"	.....Kippan, J. D	7,000
"	.....Setter, Andrew	7,000
MILLWOOD	.....Mitchell, H. B	20,000
"	.....Bailey, H. V	4,000
"	.....Bailey, H. V	2,500
LANGENBURG	...Dominion Elevator Co ....w	8,000
CHURCHBRIDGE	..Northern Elevator Co ....w	12,000
SALTCOATS	.....Carleton, Thomas	3,000
YORKTON	.. . . .Meredith, Thomas	5,000
"	.....Dominion Elevator Co ....w	8,000
"	.....Bull & Dunlop	5,000
MANITOBA & NORTH WESTERN RY., TOTAL..		1,302,500

Northern Pacific Railway.

ST. AGATHE	... Winnipeg Elevator Co	16,000
UNION POINT	...Northern Elevator Co	8,000
SILVER PLAINS	..Dominion Elevator Co	20,000
MORRIS	.....Northern Elevator Co ...	30,000
"	... ..Northern Elevator Co ....w	4,000
ST. JEAN	... ..Northern Elevator Co	18,000
"	.....Dominion Elevator Co . . .	20,000

HOPE FARM	Northern Elevator Co . . .	20,000
LETELLIER	Dominion Elevator Co . . .	12,000
“	Winnipeg Elevator Co	25,000
“	Northern Elevator Co	10,000
EMERSON	Northern Elevator Co	70,000
OAKVILLE	Winnipeg Elevator Co	16,000
“	Dominion Elevator Co	20,000
“	Dominion Elevator Co w	2,000
BLAKE'S SIDING	Blake, M. w	4,000
OAKLAND	Winnipeg Elevator Co	20,000
LOWE FARM	Winnipeg Elevator Co	16,000
MYRTLE	Winnipeg Elevator Co	16,000
“	Northern Elevator Co . . .	20,000
“	Farmers' Elevator Co	30,000
ROLAND	Northern Elevator Co	30,000
“	Dominion Elevator Co . . .	30,000
“	Winnipeg Elevator Co	25,000
“	Farmers Elevator Co	40,000
ROSEBANK	Winnipeg Elevator Co	30,000
“	Dominion Elevator Co	25,000
“	Northern Elevator Co	15,000
“	Farmers' Elevator Co	35,000
MIAMI	Northern Elevator Co	30,000
“	Winnipeg Elevator Co	30,000
“	Dominion Elevator Co	25,000
“	Farmers Elevator Co	35,000
ALTAMONT	Dominion Elevator Co w	6,000
“	Parrish, W. L w	5,000

SOMERSET Parrish, W. L	w	13,000
“ Northern Elevator Co ..		8,000
SWAN LAKE Northern Elevator Co		8,000
MARIEAPOLIS ... Parrish, W. L	w	8,000
“ Dominion Elevator Co	w	6,000
GREENWAY Dominion Elevator Co ..		20,000
“ Northern Elevator Co		30,000
BALDUR	Northern Elevator Co	20,000
“	Winnipeg Elevator Co ...	30,000
“	Dominion Elevator Co ...	40,000
BELMONT Dominion Elevator Co		20,000
“	Northern Elevator Co	30,000
NINETTE	Winnipeg Elevator Co	20,000
TRACK END Winnipeg Elevator Co		20,000
MARGARET Winnipeg Elevator Co		20,000
FAIRFAX	Winnipeg Elevator Co	20,000
MINTO	Johnson & James	30,000
“	Young Bros	30,000
UNDERHILL Baker & Reid		30,000
HILTON	Northern Elevator Co	14,000
“	Dominion Elevator Co ...	40,000
“	Winnipeg Elevator Co	25,000
ASHDOWN Winnipeg Elevator Co		25,000
“	Northern Elevator Co	20,000

WAWANESA	.... Northern Elevator Co	....	30,000
"	.... Dominion Elevator Co	....	40,000
"	.... Russel & Snider	.....	20,000
ELLIOTTS	..... Northern Elevator Co	...w	12,000
ROUNTHWAITE	.. Northern Elevator Co	....	30,000
"	.. Dominion Elevator Co	....	25,000
MARTINVILLE	... Northern Elevator Co	....	12,000
BRANDON	..... McKenzie, A. E	....	40,000
"	... Parrish, W. L	.....	17,000
DUNREA	..... Young Bros	.....	30,000
"	..... Northern Elevator Co	....	25,000
ELGIN	..... Young Bros	.....	25,000
"	..... Winnipeg Elevator Co	....	20,000
"	..... Farmers Elevator Co	.....	40,000
NORTHERN PACIFIC, TOTAL....			1,641,000

Canadian Northern Railway.

OGILVIE	.... Morton, T. L	.....w	3,000
"	..... Dominion Elevator Co	...w	7,000
"	..... Keyes, H. R	...w	4,000
PLUMAS	..... Morton, T. L	.....w	5,000
"	..... Northern Elevator Co	....	25,000
"	..... Munro & Shirray	.....	25,000
"	..... Keyes, H. R	...w	4,000
GLENELLA	..... Morton, T. L	.....w	4,000
GLENCAIRN	.... Shaw, A	....w	3,000

MAKINAK	.....Morton, T. Lw	5,000
"	.....Dominion Elevator Co ....w	5,000
"	.....Dauphin Milling Co w	4,000
OCHRE RIVER	..Oliver, J. E	10,000
"	..Dominion Elevator Co ....w	4,000
DAUPHIN	.....Northern Elevator Co	25,000
"	.....Hedderly, J. E	25,000
"	.....Dominion Elevator Co ...	25,000
"	.....Morton & Pearson.....w	5,000
"	.....Dauphin Milling Co .....w	4,000
"	.....Ennis, R. C.....w	5,000
"	.....Other capacity	25,000
VALLEY RIVER	..Dauphin Milling Co .....w	4,000
"	..Morton & Pearson.....w	4,000
CANADIAN NORTHERN RAILWAY, TOTAL..		230,000

Manitoba South Eastern Railway.

STEINBACH	....Dominion Elevator Co	20,000
"	....Other capacity	20,000
MANITOBA SOUTH EASTERN RAILWAY, TOTAL..		40,000

Great North-West Central Railway

FORREST	.....Northern Elevator Co	25,000
"	.....Campbell, K	25,000
"	.....Other capacity	25,000
VARCOE	.....Campbell, K	4,000
"	.....Northern Elevator Co	8,000
PETTAPIECE	....Ogilvie Milling Co	33,000
"	....Northern Elevator Co	8,000

OAK RIVER	.... Dominion Elevator Co	....	40,000
"	.... Ogilvie Milling Co	.....	33,000
"	.... Winnipeg Elevator Co	....	25,000
"	.... Northern Elevator Co	....	25,000
HAMIOTA	..... Dominion Elevator Co	....	40,000
"	..... Ogilvie Milling Co	.....	33,000
"	.... Northern Elevator Co	....	25,000
"	.... Basler and Bridgeman	....	60,000
"	..... McConnell, J. H	.....	25,000
CRANDELL	..... Winnipeg Elevator Co	...	30,000
MINIOTA	..... Winnipeg Elevator Co	....	28,000
GREAT NORTH-WEST CENTRAL RY. CO., TOTAL			492,000

TOTALS.

Canadian Pacific Ry	.....	17,243,000
Manitoba & North-Western Ry	...	1,302,500
Northern Pacific Ry	.....	1,641,000
Canadian Northern Ry	.....	230,000
Manitoba & South Eastern Ry	.....	40,000
Great North-West Central Ry	.....	492,000
GRAND TOTAL..		20,908,000

Flour Mills

MANITOBA AND THE NORTHWEST TERRITORIES.

STATIONS.	OWNER.	DAILY CAPACITY BARRELS.
WINNIPEG	Ogilvie Milling Co.	2,500
"	Hudson's Bay Co.	200
MARQUETTE	Cahoon, W. R.	50
PORTAGE LA PRAIRIE (Estimated)		850
MCGREGOR	Rogers Bros.	125
AUSTIN	Clifford, W.	150
CARBERRY	Hurt, C. J.	150
BRANDON	Alexander, Kelly & Co.	350
OAK LAKE	Leitch Bros.	250
VIRDEN	Craig, C. W.	50
ELKHORN	Elkhorn Mill. Co.	75
WAPPELLA	Hughes, Hart & Morris.	75
WHITEWOOD	Sanders, Jas.	50
GRENFEL	Grenfel Milling Co.	50
WOLSELEY	Wolseley Milling Co.	100
INDIAN HEAD	Wilson, George & Wilson ..	125
QU'APPELL	Bank of Ottawa.	100
REGINA	Western Mill. Co.	125
ALTONA	Brown & Weebe.	75
GRETNAL	Friesen, J. P. & Son.	100
PLUM COULEE	Harder & Wiens.	100
WINKLER	Winkler Milling Co.	125
MORDEN	Morden Milling Co.	125
MANITOU	Manitou Milling Co.	100
LARIVIERE	McIntyre, J. H.	75

CRYSTAL CITY	Greenway Bros	125
HOLMFIELD	Harrison Bros	100
KILLARNEY	Young & Buck	100
BOISSEVAIN	McKay, J. S	200
DELORAINÉ	Ontario Milling Co	75
SOURIS	McCulloch & Herriott	300
HARTNEY	Innes, Jas	150
CARNDUFF	Smith, C. C	75
LAUDER	Morrison, J	50
MELITA	Ferguson & Bullock	150
HEADINGLY	Headingly Milling Co	200
CARMAN	Peters & Winkler	100
TREHERNE	Weichman, C	125
HOLLAND	Hiebert Co	50
GLENBORO	Cochrane, J. W	150
STONEWALL	Rutherford & Co	75
WEST SELKIRK	Selkirk Milling Co	50
DUCK LAKE	Stobart, W. & Co	15
PRINCE ALBERT	Kidd, J	100
WEST PRINCE ALBERT	Hudson's Bay Co	100
ROSTHERN	Neufeldt, P	75
CALGARY	Calgary Milling Co	175
EDMONTON	Edmonton Milling Co	100
EDMONTON	Fraser & Co	25
LACOMBE	Mathias, G. R	30
WETASKAWIN	Fairbairn & Co	50
ST. JEAN	St. Jean Milling Co	75
WEST LYNNE	Pocock, Geo	100
WAWANESA	Russell & Snider	100
BALDUR	Band & McDonnell	75
HAMIOTA	Basler & Bridgman	75
GLADSTONE	Muir, R. & Co	200
ARDEN	Wilson and Co	100
NEEPAWA	Beautiful Plains Milling Co	150

MINNEDOSA	Pearson, E.....	75
RAPID CITY	McCulloch, G. and Co	150
BIRTLE	Arrow Mill. Co.....	100
MILLWOOD.....	Mitchell, H. B	100
RUSSELL.....	Schwalm, V	60
DAUPHIN	Dauphin Mill. Co	50
		<hr/>
TOTAL.....		10,230

Oatmeal Mills

PLACES.	OWNER.	BARRELS PER DAY
WINNIPEG.....	Ogilvie Milling Co.....	375
PORTAGE LA PRAIRIE	Metcalf, T. H.....	75
BRANDON	Alexander, Kelly and Co	125
PILOT MOUND	Dow and Curry	100
EDMONTON.....	Brackman and Kerr	75
		<hr/>
Total.....		750

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WHEAT INSPECTED AT WINNIPEG.

Crop 1886	1,362,600	bushels
" 1887	3,878,600	"
" 1888	2,183,350	"
" 1889	..	..	..	..	..	2,207,400	"
" 1890	..	..	..	..	..	6,630,000	"
" 1891	..	..	..	..	..	8,691,800	"
" 1892	..	..	..	..	..	7,228,650	"
" 1893	..	..	..	..	..	4,811,300	"
" 1894	..	..	..	..	..	5,375,500	"
" 1895	..	..	..	..	..	9,042,800	"
" 1896	..	..	..	..	..	7,753,850	"
" 1897	..	..	..	..	..	6,453,000	"
" 1898	..	..	..	..	..	7,982,800	"

Balance of Wheat went out as flour, or was inspected at Fort William.

WHEAT—SIX MONTHS' INSPECTION.

Return for six months ending December 31st, each year named, of the inspection at Winnipeg.

	PER CENT.							
	1892	1893	1894	1895	1896	1897	1898	1899
Extra Hard }								
No. 1 Hard }	8	53	76	31	55	64	35½	72
No. 2 Hard.....	36	26	3	15	19½	26	9	12½
No. 3 Hard.....	—	—	—	—	8	1½	—	4
Nos. 1 & 2 N'thn	10	6	8	7	6	3	34	4½
Other Grades	46	15	13	47	11½	5½	21½	7¼
	100	100	100	100	100	100	100	100

Quantity inspected of 1899 crop, prior to December 31st, 1899, at Winnipeg, 17,369,410, under working of the new Inspection Act provisions.

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Grain and Produce Exchange

Thirteenth



ANNUAL

REPORT



Presented to the Annual Meeting

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1901

JANUARY 9th

1901

Thirteenth Annual Report

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WINNIPEG

Grain and Produce Exchange

Presented to the Annual Meeting

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JANUARY 9th, 1901.

WINNIPEG :

The Stovel Co., Printers and Lithographers.

1901

Winnipeg Grain and Produce Exchange.

Past Presidents.

Hon. D. H. McMillan, 1887-8.

Samuel Spink, 1889.	N. Bawlf, 1890.
F. W. Thompson, 1891.	J. A. Mitchell, 1892.
Arthur Atkinson, 1893.	S. A. McGaw, 1894.
G. R. Crowe, 1895.	Stephen Nairn, 1896.
N. Bawlf, 1897.	R. Muir, 1898.
Jos. Harris } 1899.	W. L. Parrish } 1900.
W. L. Parrish }	Wm. Martin }

1901.

President.

William Martin.

Vice-President.

C. A. Young.

Secretary-Treasurer.

Chas. N. Bell.

Council.

John Love, G. V. Hastings, F. Phillipps,
Thos. Thompson, Robt. Muir, G. R. Crowe,
W. A. Black, E. O'Reilly, T. B. Baker,
W. L. Parrish, C. Tilt.

Arbitration Committee.

Robt. Muir, S. Spink, G. R. Crowe, C. A. Young,
E. O'Reilly, C. Tilt, W. L. Parrish.

Committee of Appeals.

F. W. Thompson, H. S. Paterson, S. P. Clark,
N. Bawlf, Thos. Thompson, F. Phillipps,
W. W. McMillan.

Call Board Committee.

F. Phillipps, T. B. Baker, S. Spink,
W. L. Parrish, Thos. Thompson.

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List of Members.

JANUARY 9, 1901.

<i>Name.</i>	<i>Residence.</i>
Adamson, A. J.	Rosthern, Assa.
Allan, W. R.	City.
Atkinson, Arthur	City.
Archibald, A. C.	City.
Baird, John	City.
Baker, T. B.	City.
Bawlf, N.	City.
Bawlf, D.	City.
Bawlf, W. J.	City.
Beech, Wm.	City.
Bell, C. N.	City.
Blackadar, Wm.	Dauphin, Man.
Boston, Graham	City.
Black, W. A.	City.
Bready, T. T. W.	City.
Buchanan, D. W.	City.
Campbell, R. L.	Franklin, Man.
Carruthers, G. A.	City.
Carson, Wm.	Calgary, N.W.T.
Cass, E.	City.
Cavanagh, A.	Toronto, Ont.
Chalmers, R. J.	Manitou, Man.
Champion, H. T.	City.
Clark, S. P.	City.

<i>Name.</i>	<i>Residence.</i>
Cowan, Thos. (The Estate)	City.
Craig, George	City.
Crowe, G. R.	City.
Dines, W. W.	City.
Douglas, W. G.	City.
Drewry, E. L.	City.
Egan, E. C.	City.
Ennis, R. C.	Neepawa, Man.
Gibbins, W. T.	City.
Gill, George	City.
Gordon, J. T.	City.
Gordon, C. R.	Manitou, Man.
Graham, W. C.	City.
Hall, C. E.	Alexander, Man.
Harrington, C. M.	Minneapolis, Minn.
Harris, John F.	Chicago, Ill.
Harvey, J. G.	City.
Hastings, W. A.	Montreal, Que.
Hastings, George V.	City.
Holmes, E. A.	Hargrave, Man.
Horn, David	City.
Hughes, A. J.	Souris, Man.
Hurt, C. J.	Carberry, Man.
James, E. A.	City.
James, E.	Moosomin, Assa.
Jaques, E. S.	Montreal, Que.
Kelly, Thomas	City.
Kellett, T. H.	City.

<i>Name.</i>	<i>Residence.</i>
Law, Thos.	Brandon, Man.
Leitch, A. J.	Oak Lake, Man.
Lindsay, W. J.	Brandon, Man.
Lines, T. W.	Strathecona, N.W.T.
Love, John	City.
Mackenzie, K.	City.
Mann, J. E.	Souris, Man.
Marshall, G.A.J.A.	Portage la Prairie, Man.
Martin, Wm.	City.
Martin, R. D.	Montreal, Que.
Matheson, W. A.	City.
McBean, Arch. (The Estate)	City.
McBean, Bruce	City.
McBean, D. G. (The Estate)	City.
McCulloch, Geo.	Souris, Man.
McGaw, S. A.	Goderich, Ont.
McKinley, W.	City.
McLennan, J. K.	City.
McMillan, D. H.	City.
McMillan, W. W.	City.
Metcalf, T. H.	City.
Mitchell, James A.	City.
Montgomery, T. J.	St. Paul, U. S.
Morgan, J. G.	City.
Morton, T. L.	Gladstone, Man.
Muir, Robert	City.
Nairn, S. (The Estate)	City.
Neff, John R.	Moosomin, Assa.
Ogilvie, Shirley	Ottawa, Ont.
Olafson, G.	City.
Orr, Malcolm	Glenboro, Man.

<i>Name.</i>	<i>Residence.</i>
O'Brien, J. D.	City.
O'Reilly, E.	City.
Parrish, W. L.	City.
Paterson, H. S.	City.
Patton, F. L.	City.
Phillipps, F.	City.
Pritchard, D.	Carman, Man.
Reid, Alex.	City.
Rimer, F. W.	City.
Ritchie, Robt.	Strathcona, N.W.T.
Roblin, R. P.	City.
Rogers, Robt.	City.
Ross, I. M.	City.
Rutherford, W. T.	City.
Simpson, F. G.	City.
Spink, Samuel	City.
Sprague, D. E.	City.
Steele, C. H.	City.
Scott, S.	Lauder, Man.
Thompson, F. W.	City.
Thompson, Thos.	City.
Thomson, E.	City.
Tilley, L. A.	City.
Tilt, C.	City.
Walker, W. A.	City.
Watson, H. P.	Minneapolis, Minn.
Watson, W. W.	City.
Whitla, R. J.	City.
Wickson, A.	City.
Young, C. A.	City.

President's Address.

Winnipeg, January 9th, 1901.

GENTLEMEN :—

Custom has made it a rule of our Exchange that the retiring President should wind up his period of office with an address, giving a summary of the principal events in connection with the trade which have occurred during the year.

Looking back over the records of the Exchange, I find that none of my predecessors have neglected to observe this rule, and I therefore must consider it my bounden duty to victimize you in my turn. At this time, however, we have special reason to take note of bygone events, for not only are we at the beginning of a new year, but we are entering on a new century. The opening of the twentieth century will give, in all walks of life, a stimulus to fresh effort, and in this young country we may, in the near future, expect to see changes that will dim into insignificance the developments of the past.

The Winnipeg Grain Exchange, the medium of trade for the chief productions of a country large enough to be an empire, may well anticipate, early in this new century, a rise to importance second to none in Canada, but lest with growing greatness it may come to forget its more inconspicuous days, I would take advantage of this occasion, when we are standing, as it were, on the watershed of time, to refer short-

ly to some of the conditions in the early history of the trade before mentioning more recent events of the past year.

It is just twelve years since our first President (now His Honor the Lieutenant-Governor of Manitoba) gave the first annual address in the old Exchange offices in the City Hall basement. The incorporation of the Exchange took place in November, 1887, starting with a membership of ten, with an entrance fee of \$15.00, but at the end of the first official year fourteen months after organization, the membership had reached one hundred, nearly as many as we now have, with the fee of \$100. Out of these first one hundred members, only thirty-seven remain on our lists to-day, and the change in this respect only corresponds to the many changes through which we have passed in other ways. Members who have joined us since we settled down in our present comfortable buildings can hardly realize the condition of the trade when we had our offices all over town, and had to wend our way to the old basement office, there to manufacture gossip while we waited for the hourly market quotations upon which we depended to tell us how the outside world was going. We did not even dream in those days of private wires and continuous market quotations, and to emphasize the change in this respect, I think a good many of the old members would have thought such things almost bordering on the wicked. It would have been hard to explain to our members in those early days how selling wind in Chicago could have anything to do with handling Manitoba wheat. It would be almost as difficult to convince the trade here to-day that our crop could be handled without the elaborate system that hinges the fluctuations of value of Manitoba wheat upon the unceasing changes in Chicago.

From the conditions as they are now, it seems a far cry to the time when the Ontario miller was supreme as the

price-maker for our wheat, and yet it is only a few years since we looked to Toronto as the great market for our crop. That Toronto was master of the situation is very plainly shown by the fact that during the first year of the Exchange no standards were made for Manitoba wheat because those recommended by the Winnipeg Grain Exchange and Board of Trade did not meet with the approval of the Toronto representatives. We, however, have changed all that. We still have Eastern representatives on our Standards Board, but they are in a minority, and I do not think that any of these gentlemen will consider me lacking in respect for them when I say that I think the time has now come when the West knows enough about the management of its own product to do all the work required in making such crop standards as are necessary.

Comparing the crop area of the Province in the first year of the Exchange's history with that of the past year, the difference is very marked, though I am sorry to say a corresponding difference is not found in the crop itself. In 1887 there were sown in wheat 432,134 acres, and the yield that year was 12,350,000 bushels, the banner yield of the Province. Last year the acreage seeded to wheat was nearly 1,800,000 acres, and I regret to say the yield is closely pressed by 1887. Thus we have between the first year in which we record these crop statistics and the last, a meeting of two extremes, but we have in between a splendid average, an average, in fact, which it is no exaggeration to say is the highest average wheat yield on the American continent. Manitoba has twice since 1887 raised wheat crops from a largely increased acreage that almost equal the great yield of 30 bushels an acre in that year; and if the law of nature holds good this year, we will raise a wheat crop that will astonish ourselves. There ought to be in wheat in Manitoba this spring over 2,000,000 acres, and in the Territories 500,000

acres more, so that a fifty-million crop is no flight of fancy.

The misfortune that seemed to attend the labors of our farmers last year may not have been an unmixed evil. The drought that stunted all growth may have been but a protest of nature against a too lavish drain on her resources which compelled a compulsory fallowing of the soil, but the rain which followed, while it seemed to increase the farmers' burdens, has certainly put the soil into most magnificent condition for a crop next season, and I think we will see another record broken in the crop returns of 1901.

Corresponding with the advances made in the production of the great staple of the country has been the improvement in the methods in all ways of handling it. I need not speak of the elevator system; that has been referred to so often, and even by its opponents in such flattering terms, as being the best in the world, that I will pass it over. From the handling of the crop from the farmer's wagon through the elevator to the track, it is a natural step to mention the improvement in the railroad freight equipment, and there has been as much improvement in the style of wheat car and facility of freight movement as there has been in the increased luxury in passenger travel.

But it is when we leave the railroad and get down to Lake Superior that we mark the greatest advance in methods of moving the crop. We look now in vain for the old wooden schooner that used to carry from Fort William what we called a cargo. Twenty thousand bushels formed quite a good sized vessel load not so many years ago, but its memory even is now forgotten in these days when steamers that carry a quarter of a million bushels can be loaded at our lake port.

In connection with shipping, I may note a change that affects us more as Canadians than as Manitobans. I refer to the rise and decline of Buffalo as the great lake terminal to which our shipments were consigned. A few years ago it seemed as if Buffalo and New York would be the successors of Toronto as the markets that commanded our grain trade, and for one or two years they did certainly occupy first place. The alarm, however, with which Eastern Canada saw the harvest of the Northwest being diverted to the Buffalo route, stirred up our railway companies, and resulted in such a lively bid for this traffic, which they felt naturally belonged to them, that the past two years have seen the Georgian Bay and Canadian Atlantic ports get a lion's share of our trade.

The Government, too, has been liberal in its efforts to secure for Canada the full advantage of the great waterways with which nature has endowed our country and the deepening of our canal system to a point that will allow free passage to vessels drawing 16 feet, will do much to secure to Montreal the full advantage to which its situation as guardian of the greatest waterway on the continent entitles it.

The improvement of the Montreal and other all-Canadian routes is of as much interest to us in the West as to those who are more closely associated with the Eastern seaports, and we can appreciate the efforts of successive governments to establish and properly equip Canadian terminals from which our grain can be shipped all the year round. Much has been done for Montreal and St. John, and now we see the ancient port of Quebec rousing itself to partake in the handling of the fruits of the young West. I am glad to see that active steps are now being taken to form a Canadian Lloyd, which will remove the greatest barrier to successful

grain shipment by the St. Lawrence route. It is hard for us here to understand why Marine Insurance Companies should so long have discriminated by increased premiums against that route, but it is to be hoped that the St. Lawrence Lloyds will be able to put our grain shipments in this respect on an equal footing with those from American ports, and then there can be no doubt but the natural advantages in other ways will secure a trade that will establish Canadian rivals to the greatest seaports of the United States.

The question of transportation bids fair to continue to be the most important one in the coming years. We have seen in the past twelve years the cost of carrying wheat from the prairie to the seaboard reduced nearly 50 per cent. A reduction of 33 per cent. on present rates in railroad freights to the lake ports alone is promised us in the near future as almost a certainty, and this, with a further reduction owing to the continued improvement in lake carriers and the further enlargement of our canal system, will bring us nearer the European markets than would have lately been thought possible even by those who dreamed that prosperity for Manitoba would be reached only by way of Hudson's Bay.

In the affairs that more closely concern the Winnipeg Grain Exchange and the Manitoba grain trade, the past year has been the milestone of most important events. This room was the scene early in the year of the closing stages of the investigation by a royal commission into the methods under which the grain trade was conducted. The lamented death of the head of that commission, Judge Senkler, was a shock not only to his older friends, but to those of us whose brief acquaintance with him had led us to admire the impartiality which he displayed in the conduct of the investigation. He died, I may say, almost at his post, a victim to his too conscientious discharge of his labors.

The result of the Royal Commission has been the Grain Act which now regulates the trade. It was a tribute to the importance of the grain trade, and to the growth of our Exchange that the principles under which we have worked for these past years should have been codified in the Grain Act and marked by the approval of the Government. For, after all, there is nothing very new in the Act. I find in the first Council's report, twelve years ago, a recommendation for the adoption of one of its principal features. The appointment of Government weighmasters at Fort William, and many other of its provisions, are simply the results worked out by the trade through years of experience. While some of the provisions of the Act bear somewhat severely on the trade, grain dealers generally have accepted the situation and have endeavored loyally to work in strict accord with both the letter and the spirit of the law. For the first time they have a tribunal to appeal to where they may have vicious and ignorant charges of dishonesty and ill treatment investigated by an impartial Government official sworn to properly perform his duty without fear or favor.

Another important matter that occurred during the year was the recommendation made by the Standards Board and this Exchange to have a reduction made in the number of grades for the classification of our wheat. We have altogether too many grades at present, and I believe an arrangement of those to correspond with the number and specifications of Duluth grades would largely benefit the farmers and simplify the handling of our crop. I trust that the recommendations as forwarded to the Minister of Inland Revenue will meet with the approval of the Government, and that the next crop may pass out of the country under a classification more befitting the requirements of the twentieth century.

The change of the headquarters of the Manitoba Inspection Division from Fort William to Winnipeg, in the second year of its existence, has proved most satisfactory to the trade, and none, I think, would wish a reversion to the old system. One further improvement in connection with this would be the making of Winnipeg an order point, or terminal division, in the handling of our wheat. This would be of great benefit to Winnipeg, as it would be the means of creating a sample market here similar to that of Minneapolis, and it is to be hoped that the Exchange will keep this in view now that the Canadian Pacific Railway Co. propose to greatly enlarge their yards here, which will enable them more easily to give this concession to the trade.

The wheat crop of the past year, though small in quantity, and in spite of the unprecedented difficulties under which it was grown and harvested, seems to have been able to retain the reputation of Manitoba wheat for producing the first quality of flour, as we have the almost unanimous testimony of millers that it has made a flour equal to that obtained from the best quality of the previous season's No. 1 Hard.

At the same time we cannot ignore the fact that a great deal of the crop was badly damaged, and it will be of the utmost importance for the farmers to see that what they have retained for seed is of the best quality. It is a great deal cheaper to spend fifty cents more per acre and get some good seed than to economize on this and run chances of spoiling next season's crop. The reputation of Manitoba hard wheat as the best in the world is so great that other provinces and other countries are now attempting to get a supply by cheaper methods than buying from the original producer. Ontario and British Columbia have both tried to meet the demand for Manitoba Red Fyfe wheat by growing it them-

selves, and now I see that the farmers of New South Wales have been following the same lead. They may take the seed, but they cannot take the soil and the climate. Manitoba and the Northwest stand alone in their monopoly of the production of this king of cereals.

The high price of flax this past season will tend to make a larger acreage of this seed sown than usual. We fortunately have a wider market for this crop now than in former years, and while the recent very high prices may not prevail another year, farmers are certain to obtain a satisfactory return until our production of flax reaches much larger figures than it has done in recent years. It is a paying crop to grow in this country and well-suited to our climate.

The production of barley has fallen off very much of recent years, but I think farmers would find it worth while to devote more attention to this grain than they have been doing. For really high grade barley there is a good demand, and it is one of the easiest of all our crops to grow.

For the production of oats we have long looked to the territory of the M. & N. W. railway, but the new settlements in the Edmonton district bid fair to become the finest oat producers of the Northwest, while the quality is something never before attained anywhere in Canada.

It is a question of great importance to farmers in Manitoba to obtain a change of seed oats, if they are to continue to grow this crop successfully, and nowhere can better oats be got than from the district just mentioned.

In regard to the building of railroads, the past year has not been so fruitful as some of the previous ones, yet the extension of the Pipestone Branch of the Canadian Pacific and the Swan River Branch of the Canadian Northern, not

to mention the territory opened up by the latter road to the east of us, are sufficient to show us that railroad enterprise is not asleep in regard to the requirements of the country.

It is less than 20 years ago since I, then a visitor to Canada, was told in Ontario that the Northwest was a country of blizzards, unfit for settlement by white men. Manitoba then possessed only a single line of railway, and that an extension of a foreign corporation; to-day we see it a network of lines, with three great systems competing for its traffic. We have seen regions opened up to successful settlement that even by those who thought they knew the country were considered unfit for cultivation, and now we know that districts like those of Edmonton and Dauphin, situated, as yet, in the farthest north, are second to none in the Northwest as number one grain producers.

Seeing what has been done, and what remains to do, we cannot longer regard with indifference the belief so often eloquently expressed by the late Consul Taylor, that the great wheat growing area of the continent lies north of the 49th parallel.

I cannot trespass longer on your time, and as the report of the Council will bring to your notice the more detailed events of the year, I will draw to a close. I cannot do so, however, without referring to the names which death has in the past year removed from our roll. Mr. D. G. McBean and Mr. Stephen Nairn were among the oldest of our members, and their absence from our midst reminds us more forcibly than anything else that soon in this new century changes more important to ourselves than any we have experienced will occur, and we can ask nothing better than to be as kindly remembered as those who have gone from among us in the past year. The death of Mr. W. W.

Ogilvie, early last January, took from the Canadian grain trade its most prominent member. Mr. Ogilvie was not personally a member of our Exchange, but was too closely associated with the grain interests of the Northwest to be easily forgotten. He made the name of Ogilvie a household word in the Dominion; his acts, either in a business way or in the world of charity, were on a princely scale, and the removal of his commanding personality has caused a blank not to be easily filled, not only in the business of which he was the head, but in the grain trade of Canada.

I must congratulate the Exchange on the happy financial position it now occupies, it having the largest balance to carry forward in its history, and I think I express the feeling of the members when I say that we are deeply indebted to our invaluable Treasurer and Secretary for the care and attention which he has devoted to our affairs.

In conclusion, I thank you all for your kindness in bearing with me so patiently to-day and at other times during my period of office, and wish you all a happy and most prosperous New Year.

WM. MARTIN.

President.

Report of Council.

Winnipeg, January 9th, 1901.

To the Members of the Winnipeg Grain and Produce Exchange.

GENTLEMEN :—

Your Council beg to present their Thirteenth Annual Report.

CALL BOARD COMMITTEE.

The President, on the recommendation of the new Council, on the 17th of January, 1900, appointed the following as the Call Board Committee, viz. :—

Messrs. R. Muir, T. B. Baker, R. P. Roblin, William Martin and Thos. Thompson.

COMMITTEE ON APPLICATION FOR MEMBERSHIP.

Under the provisions of the Exchange By-Laws, the following were elected by the Council on the 17th of January, 1900, as a Committee to enquire into the character and standing of applicants for membership in the Exchange, viz. :—

Messrs. John Love, S. P. Clark and C. A. Young.

CHANGES IN THE COUNCIL.

In May, Mr. W. L. Parrish, who had been elected President at the Annual Meeting, owing to his connection with the Van Dusen-Harrington Co., who supplied the Exchange with quotations, resigned, and Mr. William Martin, Vice-President, was elected as President, while Mr. C. A. Young was elected as Vice-President. Mr. R. P. Roblin was elected to fill the vacancy existing in the Council, but again, in November, Mr. Roblin, on becoming Premier of Manitoba, resigned. In the latter part of August the death of Mr. D. G. McBean created a vacancy, which was filled by the election of Mr. W. L. Parrish, who had then severed his connection with the Van Dusen-Harrington Co. On October 27th, owing to the resignations of Messrs. R. P. Roblin and S. A. McGaw and the death of Mr. Stephen Nairn, three vacancies in the Council were created, which were filled by the election of Messrs. W. A. Black, F. Phillippis and C. Tilt.

INSPECTION CERTIFICATES TO SHOW
DOCKAGE.

Early last year the Council urged on the Department of Inland Revenue that Inspectors should be required, when issuing certificates of grade, to show upon the face of such certificates what percentage of dirt and foreign seeds were directed to be cleaned out in order that the grain take the grade indicated on the certificate. In view of the fact that no Government Weigher was provided at Fort William or Port Arthur, it was finally agreed by all interested that as the Manitoba Grain Act passed at the last session of Parliament provided for such official, there would be little use in the Inspectors carrying out the wishes of the Exchange until after the 1st of September, when the Manitoba Grain Act

practically would go into operation. No further action was taken till the Grain Act came into force, when, on representations being again made, the Department instructed the Chief Grain Inspector in line with the wishes of the Exchange, and the result has proved quite satisfactory to the trade.

TREATMENT OF GRAIN AT PORT ARTHUR.

Mr. J. G. King had made complaints to the Department of Inland Revenue at Ottawa, in connection with the effect on his drying and cleaning elevator at Port Arthur under the working of the new grain inspection system, and while the Secretary was in Ottawa, in March, the Minister of Inland Revenue invited him, with Mr. King, to discuss the matter with him. As a result the Secretary communicated with the Council, who, on the 29th of March, passed the following resolution:—

RESOLUTION.

“That this Council would strongly deprecate any action that would interfere with the spirit of the present Inspection Act, but that it fully recognizes the value to the grain trade of Mr. King’s elevator for cleaning, drying and otherwise improving wheat, and is anxious that all facilities should be given to Mr. King and the trade to handle such grain to the best advantage, so long as the spirit of the Inspection Act is conformed to, and that Mr. Bell and Mr. Horn be requested to take this matter up with the Minister of Inland Revenue and Mr. King, and adopt such measures as will lead to as much freedom as possible in handling grain at Port Arthur.

“It is the opinion of the Council that Mr. King’s elevator should be ruled to be a public elevator.”

Mr. D. Horn, Chief Grain Inspector, having been called to Ottawa, the subject was discussed in all its bearings with the Minister by Messrs. Horn, Bell and King, and as a result, on the 20th of April, the Department addressed the following letter to the Exchange:—

Ottawa, April 20th, 1900.

C. N. BELL, Esq.,

Secretary Winnipeg Grain & Produce Exchange,
Russell House, Ottawa.

Sir,—I beg to acknowledge the receipt of your communication received on the 18th inst., forwarding a copy of a resolution passed at a meeting of the Council of your Exchange, held on the 29th ult., recommending that all facilities should be given to Mr. King, of Port Arthur, to handle grain by cleaning, drying, or otherwise improving it, as long as the spirit of the Inspection Act is conformed to.

As agreed upon at the meeting held by Messrs. King, Horn and yourself, the Department, in order that the views of your Exchange, and the wishes of Mr. King may be met as far as is consistent with the maintenance of the Manitoba Grain Standards, purposes forwarding the following instructions to the Chief Inspector of Grain at Winnipeg:—

When grain graded at Winnipeg as “No grade” or “Rejected,” on account of being smutted or damp, is consigned to any public elevator in the Manitoba Inspection Division and then cleaned, scoured or dried, as the case may be, the Inspector in charge of such public elevator, when satisfied of the identity of the grain so cleaned, scoured or dried, may issue certificates specifying the state and quality of the grain after being so treated; but no grain so scoured or dried shall be given a grade other than a Commercial

grade, which shall include the term "Scoured" or "Dried," as the case may be.

I shall be glad to receive, at your earliest possible convenience, the opinion of your Exchange thereon.

I remain, Sir,

Your obedient servant,

W. J. GERALD,

Acting Commissioner.

The Council discussed the decision of the Department on the 24th of April, and endorsed its general provision, but to make clear the attitude of the Exchange in this matter, the following resolution was passed and a copy forwarded to the Minister:—

RESOLUTION.

"That, while recognizing the necessity of inspecting wheat after treatment as referred to in the letter from the Minister of Inland Revenue, care to be taken to prevent mixing, and this Exchange suggests that any certificate so issued should correspond with original, with notation showing what grain has been cleaned, scoured, or dried, as the case may be."

WINNIPEG AS AN ORDER POINT.

At a general meeting of the Exchange, held on the 26th of September, a Committee was appointed to interview the C. P. R. officials and request that Winnipeg be made an order point for grain. A discussion took place, and later on the railway company gave a definite reply as follows:—

Winnipeg, Man., 5th October, 1900.

C. N. BELL, Esq.,

Secretary Winnipeg Grain Exchange,
Winnipeg.

Dear Sir,—Referring to conversation in your office this afternoon with Messrs. Martin, Thompson, Gibbins and yourself, respecting the shipment of grain to Winnipeg for orders.

As explained to you, our facilities are not sufficient during the fall movement of grain to the lake front to accede to your request, and, in view of the decision reached respecting the storage of wheat inspecting "Tough" in Elevator B, Fort William, during open navigation, the necessity for detaining grain at Winnipeg for sampling is reduced to a minimum. Should the condition of the crop require the accommodation spoken of in this correspondence, the Company will be willing to give further consideration to the shipment of grain to Winnipeg "for orders" during the winter months.

Yours truly,

GEO. H. SHAW,

A. G. F. A.

TRADE TERM AMENDMENT.

At a general meeting held on the 26th of September, 1900, trade term No. 12, "in store" was amended to read as follows:—

"The term 'in store' to mean that grain is free of all charges to the buyer. *The charges for outward inspection*

and outward weighing must be borne by the buyer. The seller to give the buyer not less than five clear days free of storage from date of delivery of documents."

The words printed in italics were added to the term as it previously stood.

SHRINKAGE AT TERMINALS.

On September 4th the matter of the weight proper to be allowed at terminal elevators for shrinkage on a car of grain was discussed by the Council, and by invitation Messrs. D. Horn, Chief Grain Inspector, and Geo. H. Shaw, A.G.F.A. of the C. P. R., were present, and gave their views in the matter. It had been stated by the Manager of the C. P. R. elevators at Fort William, when giving his evidence before the Royal Commission sitting last year, that his custom was to deduct as shrinkage 60 lbs. on each standard car and 100 lbs. for a 1,000-bushel car, and that in his experience this was fair, just and reasonable between all parties concerned. The members of the Council all agreed that if the Government Weighmaster, now stationed at Fort William, would rigidly adhere to this allowance for shrinkage that the trade would be perfectly satisfied. The Chief Grain Inspector, who is also Chief Weighmaster, informed the Council that he would give positive instructions to the weighmen at terminals to allow the above mentioned weights as shrinkage, and these only. So far as the Council is aware, this decision, which has been carried into effect, has given thorough satisfaction in connection with the public weighing of grain.

DRYING MANITOBA WHEAT AT DULUTH.

In September last the Council took up the matter of the necessity existing for having Manitoba wheat dried at Du-

luth, and Mr. W. L. Parrish, representing the Council, visited Duluth and St. Paul, and there represented the matter to the Consolidated Elevator Co. and the Northern Pacific Railway Co. Mr. Parrish's efforts, after some delay and correspondence, resulted favorably, and the Consolidated Elevator Co. placed a drier in their elevator in Duluth to dry and treat Manitoba grain shipped "in bond" to the port of Duluth.

The best thanks of the Exchange are due to Mr. Parrish for his exertions and successful work.

EXPORT GRADES OF GRAIN.

The Exchange was again asked by the railway companies interested to designate the grades of grain for export for which bonded bins would be required in New York. While some uncertainty existed at that time, the 9th of November, as to what grain would be available for export, it was decided at a general meeting of the Exchange to recommend the same grades as were listed in the previous year, viz., Nos. 1, 2 and 3 Hard wheat, and Nos. 2 White and 2 Mixed oats.

REDUCTION IN NUMBER OF GRADES OF MANITOBA WHEAT.

At the Standards Board meeting, held the 26th and 27th October, 1900, the matter of the advisability of reducing the number of grades, now included in the schedule for Manitoba wheat embodied in the General Inspection Act, was carefully considered and the matter discussed in all its bearings, with a result that the Board passed a resolution which was afterwards concurred in by this Exchange and which is contained in the following letter forwarded to the Hon. The Minister of Inland Revenue.

Winnipeg, November 12th, 1900.

The Hon. The Minister of Inland Revenue,
Ottawa, Ont.

Sir,—I have the honor, by direction, to give you herewith a copy of certain resolutions passed at a general meeting of this Exchange, held on the 9th inst. These resolutions are identical with those passed by the Western Grain Standards Board, and which I understand have already been forwarded to you.

“Resolved, That it is the opinion of this Exchange that the methods of handling Manitoba wheat would be best served by making the following changes in the schedule of grades, viz. :—

“1st. That the grades of 2 Hard and 1 Northern be consolidated under the name of 1 Northern and having the present qualification of 1 Northern, except that it contain not less than 60 per cent. of hard wheat.

“2nd. That the name of No. 2 Northern be changed to that of No. 1 Manitoba Spring Wheat, and having not less than 45 per cent. of hard wheat and to weigh not less than 56 lbs. per bushel. That any wheat not good enough to grade No. 1 Manitoba Spring be graded as No. 2 Manitoba Spring, in the discretion of the Inspector.”

The Exchange, however, are of the opinion that it would cause confusion (as there are already grades of “Spring Wheat” used in Ontario and Quebec) and in some measure defeat the object aimed at, if the terms No. 1 and No. 2 Manitoba Spring Wheat were used. The Exchange consider that the terms used should be No. 2 and No. 3 Northern. I am directed to say that the Standards Board and this Exchange are perfectly in accord in all other respects except this detail, and it may be stated that the members of the Standards Board, after their meeting, expressed them-

selves as being indifferent to the term used, and that they had simply adopted "Manitoba Spring," thinking it would meet the views of the trade.

I am directed to point out that the hard wheat in Minnesota and Dakota is practically handled under three grades—1 Hard, 1 Northern and 2 Northern—and that the contract grade (that is the grade of wheat deliverable on all contracts made on the Duluth and Minneapolis Exchanges for future delivery) are based on 1 Northern. The mere fact that such superior wheat as that entering into the composition of our present No. 2 Hard, being classed as a No. 2, of itself prejudices European buyers against it. The wheat is really better than Duluth No. 1 Northern, while it does not command its price, and the opinion of the Exchange and the Standards Board is that the cause of this originates largely from the fact that we call it a No. 2, whereas the Duluth and Minneapolis people sell under the term of No. 1 Northern. The multiplicity of grades has always been a serious detriment to the trade and transportation companies in handling Manitoba wheat, and it is believed that the composition of the proposed new Nos. 1, 2 and 3 Northern, with the abolition of the No. 2 Hard, is a solution of many of these difficulties.

I am directed to call your attention that at the meeting of the Standards Board, as well as the Grain Exchange, these resolutions were carried by unanimous vote, the members, representing producers, dealers, exporters and millers (of Manitoba and Ontario) fully agreeing that the change recommended will be in the best interests of the country.

I have the honor to be, Sir,

Your obedient servant,

C. N. BELL,

Secretary.

The Department, in reply, intimated that they viewed the proposed changes favorably, and as it would require legislation to carry them into effect, the matter would be taken up in time to be dealt with at the approaching session of Parliament.

MANITOBA "SPRING WHEAT" GRADES.

The following communication addressed to the Hon. The Minister of Inland Revenue explains itself:—

Winnipeg, November 12th, 1900.

Sir,—I have the honor, by direction, to give you the following resolution passed at a general meeting of this Exchange, held on the 9th inst., viz. :—

“Resolved, That the Grain Inspectors in the Manitoba Inspection Division should be instructed to use only such grades as are specified in the General Inspection Act as applicable to wheat grown in Manitoba, the Northwest Territories and in Ontario west of Lake Superior.”

In explanation of the cause of the Exchange passing this resolution, I beg to refer you to Section 44 of the General Inspection Act, Chap. 25, 62-63 Vic., which defines that certain grades shall include wheat wholly grown in the Manitoba Inspection Division. Immediately following, certain grades of “Spring” wheat are defined, and the Exchange are satisfied that it was simply through a clerical error that these “Spring” wheat descriptions were not placed under a subheading similar to that over the description of “Winter” wheat in the same section of the Act.

The Exchange are satisfied that some confusion has arisen in connection with this matter, as it is to them quite clear

that the "Spring" wheat grades are intended to apply only to the spring wheat grown, say, in Ontario and Quebec. It has been the custom, however, for the Manitoba inspectors to grade a small percentage of our crop as "Spring wheat," and the above resolution, in effect, asks that the Manitoba inspectors be instructed not to grade any Manitoba wheat under the grades of "Spring."

A perusal of the clauses in the Act relating to spring wheat will show that if the recommendation of the Standards Board, lately passed, were adopted as they stand, and the Act changed to conform thereto, that confusion would arise in handling the wheat, owing to the terms "Spring" and "Manitoba Spring," and this of itself is one of the reasons why the Exchange, in another communication, have recommended the use of the term "Manitoba Northern," instead of "Manitoba Spring."

I have the honor to be, Sir,

Your obedient servant,

C. N. BELL,
Secretary.

GRADING OF DRIED WHEAT.

The Western Grain Standards Board, at its meeting held on the 25th of October, 1900, passed the following resolution, and forwarded a copy of the recommendation for the information of the Department of Inland Revenue:—

"*Resolved*, That in cases where "tough" wheat has been dried, the inspector be instructed to inspect the same, at all terminal elevators, on a clear certificate, when he considers it equal to the standard of such grade. This to apply to commercial grades only."

On the 2nd of November the same resolution was passed at a general meeting of this Exchange, and the following letter accompanied a copy to the Hon. The Minister of Inland Revenue:—

Winnipeg, November 2nd, 1900.

The Hon. The Minister of Inland Revenue,
Ottawa, Ont.

Sir,—I have the honor, by direction, to send you a copy of a resolution passed at a general meeting of this Exchange, held on the 31st ult. There was not one dissenting vote, and all the grain interests were unanimously of the opinion that the existing situation demands action in the line indicated in the resolution.

“Resolved, That in cases where “tough” wheat has been dried the Inspector be instructed to inspect the same at all terminal elevators on a clear certificate, when he considers it equal to the standard of such grade. This to apply to commercial grades only.”

I may point out for your information that there is a large quantity of grain which stood for a length of time in stacks or stooks in the fields and there became slightly damp (or what is technically called in the trade “tough”), and that owing to the fine weather which we have had lately, this wheat has dried naturally, and when such wheat is shipped and comes before Inspectors at Winnipeg, it grades No. 3 Hard straight, and accordingly receives a straight certificate. Now, a good deal of wheat already threshed is in a slightly “tough” condition, and this on reaching Winnipeg is very properly graded “tough” and forwarded to Port Arthur, where it is dried by the extensive and up-to-date drying plant there, and when subjected to this treatment is pronounced by the trade, and I believe by the Inspectors, to be

equal in every respect to wheat which has been "tough" and dried by the natural effects of wind and heat in the open fields. The desire of the Board is that "tough" wheat artificially dried, if found by the Inspectors to be equally valuable to the naturally dried grain, should not be depreciated in value by having the word "dried" written across the face of the certificate, the common sense view of it being that wheat very slightly "tough" and properly dried by the very excellent drying plant at Port Arthur turns out fully equal in every possible way to the slightly "tough" wheat which has been dried by exposure to the elements, in stook, in the fields. It will be noticed, too, that the request refers solely to the commercial grades, and therefore does not in any way interfere with the regular schedule grades laid down in the Inspection Act, and the Exchange conclude that there can be no possible danger of the reputation and integrity of our inspection and grades being injured.

I have the honor to be, Sir,

Your obedient servant,

C. N. BELL,

Secretary.

Shortly afterwards the Department endorsed the request, and instructions to that effect were issued to the Chief Grain Inspector.

STORAGE OF TOUGH WHEAT AT FORT WILLIAM.

On the 3rd of October a general meeting of the Exchange appointed a committee to interview the C. P. R. officials respecting storage of "tough" wheat at Fort William. The result of the representations made by the Exchange will be learned in the following letter:—

Winnipeg, October 5th, 1900.

C. N. BELL, Esq.,

Secretary Winnipeg Grain Exchange,
Winnipeg.

Dear Sir,—Referring to conversation with Messrs. Martin, Phillipps, Reid, and yourself, respecting the storage of wheat, inspecting “Tough,” in our elevators at Fort William, I have much pleasure in confirming our conversation respecting the storage of this class of wheat at Fort William. We will set apart sufficient bins in Elevator B for the handling of same, for shipment to connecting steamers before the close of Upper Lake navigation. In case the “Tough” wheat so received for temporary storage is not removed from our possession before the close of lake navigation, 1900, it is understood that payment of our freight and storage charges will be made upon demand; in default of payment on demand, the Canadian Pacific Railway Company has the option of transferring such grain to King’s elevator, Port Arthur, for treatment at the owner’s risk and expense, or such action may be taken in the protection of the warehouseman given to him in Subsection 4 of Section 26 of The Manitoba Grain Act of 1900.

Will you kindly have this letter posted for the information of the Trade.

Yours truly,

GEO. A. SHAW,

A. G. F. A.

On the close of navigation the railway company cancelled the privileges of storing “tough” wheat in Fort William, and, at the request of the Council, Mr. Shaw met them and discussed the matter, but so far the company has not consented to store this class of grain at Fort William during the winter months.

MARKET REPORT SERVICE.

In May last Mr. William Beech, who for some years previously had, by his private wire, supplied the Exchange with market reports, transferred his business to the Van Dusen-Harrington Co., and this company, with others, applied for special wire privileges into the Grain Exchange building, jurisdiction over which is vested in the Exchange under their lease. These applications came before the Council for consideration, and, after much discussion, it was decided to allow two wires into the building, an agreement having been entered into between the Exchange and the Van Dusen-Harrington Co. and Watson & Co. regarding the interests of all concerned. This agreement, which was prepared by our solicitor, was signed by the three parties, and experience has shown that the convenience of members of the Exchange has been met, while the wire service is first-class in every respect.

MEMBERSHIP.

Three new associate members were elected during the year and eight active membership seats were transferred. The membership roll now shows 57 actives, 38 non-actives, and 15 associates, besides 6 members on the suspension list owing to non-payment of the annual dues for 1900—a total membership of 116.

DEATH OF MEMBERS.

The Exchange has suffered by the death of the following members: Messrs. Stephen Nairn and D. G. McBean, and the Exchange was officially represented at each of the funerals. Mr. Nairn had always taken a great interest in the Exchange and from the date of its organization had always held office in some capacity—that of President during 1896.

Mr. McBean was also an old and valued member and had filled many offices in the Association.

All of which is respectfully submitted on behalf of the Council.

WM. MARTIN,
President.

C. N. BELL,
Secretary.

Grain Storage Capacity.

Including Port Arthur, Fort William, Keewatin and points
in Manitoba and the Territories, on or
adjacent to lines of rail.

1st January, 1901.

1891	.. . . .	7,628,000	bushels
1892	.. . . .	10,366,800	"
1893	.. . . .	11,467,100	"
1894	.. . . .	11,817,100	"
1895	.. . . .	12,000,000	"
1896	.. . . .	13,873,600	"
1897	.. . . .	14,999,300	"
1898	.. . . .	18,378,500	"
1899	.. . . .	19,958,000	"
1900	.. . . .	20,908,000	"
1901	.. . . .	21,000,000	"

Daily Milling Capacity.

Flour mills	.. . . .	10,230	barrels
Oatmeal mills	.. . . .	750	barrels

Manitoba Grain Export.

WHEAT.

(INCLUDING FLOUR.)

Crop	1886	. . . . .		4,000,000	bushels
"	1887	. . . . .		10,500,000	"
"	1888	. . . . .		4,000,000	"
"	1889	. . . . .		4,500,000	"
"	1890	. . . . .		11,500,000	"
"	1891	. . . . .		14,000,000	"
"	1892	. . . . .		14,000,000	"
"	1893	. . . . .		12,000,000	"
"	1894	. . . . .		15,000,000	"
"	1895	. . . . .		29,000,000	"
"	1896	. . . . .		14,000,000	"
"	1897	. . . . .		22,000,000	"
"	1898	. . . . .		23,000,000	"
"	1899	. . . . .		30,000,000	"
"	1900 (estimated)	. . . . .		17,000,000	"

PERCENTAGE OF GRADES, AS PER WINNIPEG INSPECTION.

[illegible]

WHEAT INSPECTED AT WINNIPEG.

Crop 1886	1,362,600	bushels
" 1887	3,878,600	"
" 1888	2,183,350	"
" 1889	2,207,400	"
" 1890	6,630,000	"
" 1891	8,691,800	"
" 1892	7,228,650	"
" 1893	4,811,300	"
" 1894	5,375,500	"
" 1895	9,042,800	"
" 1896	7,753,850	"
" 1897	6,453,000	"
" 1898	7,982,800	"
" 1899	26,258,710	"

Balance of wheat went out as flour, or was inspected at Fort William.

WHEAT—SIX MONTHS' INSPECTION.

Return for six months ending December 31st, each year named, of the inspection at Winnipeg.

	PER CENT.								
	1892	1893	1894	1895	1896	1897	1898	1899	1900
Extra Hard }									
No. 1 Hard }	8	53	76	31	55	64	35½	72	18½
No. 2 Hard .	36	26	3	15	19½	26	9	12½	13¼
No. 3 Hard .	—	—	—	—	8	1½	—	4	28¼
Nos. 1 and 2 Northern .	10	6	8	7	6	3	34	4¼	—
Other Grades .	46	15	13	47	11½	5½	21½	7¼	40
	100	100	100	100	100	100	100	100	100

Quantity inspected of 1900 crop, prior to December 31st, 1900, at Winnipeg, 7,866,740, under working of the new Inspection Act provisions.

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v. 15

FIFTEENTH

Annual Report

*Winnipeg Grain and
Produce Exchange.*

*Presented to the Annual Meeting held January fourteenth
nineteen hundred and three.*

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NOV 17 1917

Fifteenth Annual Report

of the

Winnipeg Grain and Produce Exchange.

*Presented to the Annual Meeting Held
January 14th, 1903.*

WINNIPEG :
THE TELEGRAM PTG. CO., LTD.

A. D. 1903.

Winnipeg Grain and Produce Exchange.

PAST PRESIDENTS :

Hon. D. H. McMillan, 1887-8.

Samuel Spink, 1889.	N, Bawlf. 1890.
F. W. Thompson, 1891.	J. A. Mitchell, 1892.
Arthur Atkinson, 1893.	S. A. McGaw, 1894.
G. R. Crow, 1895.	*Stephen Nairn, 1896.
N. Bawlf, 1897.	R. Muir, 1898.
*Jos. Harris,	W. L. Parrish, } 1900.
W. L. Parrish, } 1899	Wm. Martin, }
Wm. Martin, 1901.	C. A. Young, 1902.

* Deceased.

1903.

PRESIDENT :

F. Phillips.

VICE-PRESIDENT :

A. B. Hargraft.

SECRETARY-TREASURER :

Chas. N. Bell.

COUNCIL :

C. Tilt.	G. R. Crowe.	Robt. Muir.
C. A. Young.	S. Spink.	E. O'Reilly.
Jno. Love.	H. N. Baird.	Thos. Thompson.
Alex. Reid.	W. L. Parrish.	

ARBITRATION COMMITTEE :

S. Spink.	Jno. Love.	G. R. Crowe.	Robert Muir.
C. A. Young.	Thos. Thompson.	Alex. Reid.	

COMMITTEE OF APPEALS :

W. W. McMillan.	S. P. Clark.	T. L. Morton
W. H. McWilliams.	H. S. Paterson.	W. A. Matheson.
	E. O. Fowler.	

338.1

W731

v.15

WINNIPEG GRAIN AND PRODUCE EXCHANGE.

LIST OF MEMBERS.

<i>Name.</i>	<i>Residence.</i>
Adamson, A. J., Grain, etc.....	Rosthern, Man.
Aime, Chas., Grain, etc.....	Emerson, Man.
Allan, W. R., Insurance.....	Winnipeg, Man.
Archibald, A. C., Insurance.....	Winnipeg, Man.
*Atkinson, J. T., Grain, etc., 63 Sherbrooke St.,	Winnipeg, Man.
Baird, H. N., Richardson & Co. (Inc.)..	Winnipeg, Man.
Baker, T. B. (Estate).....	Winnipeg, Man.
Balfour, D. M., Balfour Bros.....	Lumsden, Assa.
Banting, T. T. M., Grain.....	Banting, Man.
Bartlett, C., Bank of Hamilton.....	Winnipeg, Man.
Basler, G. A., Miller.....	Hamiota, Man.
Bawlf, N., Northern Elevator C.....	Winnipeg, Man.
Bawlf, D.....	Winnipeg, Man.
Bawlf, W. R.....	Winnipeg, Man.
Beamish, F. M., Grain.....	Elva, Man.
Bell, C. N., Sec. Grain Exchange.....	Winnipeg, Man.
Bell, F. N., Banker.....	Morris, Man.
Bettingen, W. J.....	Minneapolis, Minn.
Billings, R. L., Coffee, Hargraft & Co....	Winnipeg, Man.
Blackader, W., Grain.....	Dauphin, Man.

U. G. M. C. X
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<i>Name.</i>	<i>Residence.</i>
Black, W. A., Ogilvie Flour Mills Co....	Winnipeg, Man.
Blackwood, A. T. R., Blackwood Bros....	Winnipeg, Man.
*Bogue, R., Grain.....	Moose Jaw, Assa.
Boston, Graham.....	Winnipeg, Man.
Brann, T. A., Trusdell Elevator Co.....	Winnipeg, Man.
Bready, T. T. W., Winnipeg Elevator Co..	Winnipeg, Man.
Broadfoot, P., Grain.....	Gladstone, Man.
*Bruce, W. J., Miller.....	Stonewall, Man.
Buchanan, D. W., "The Commercial"....	Winnipeg, Man.
Bulloch, T. C., Miller.....	Melita, Man.
Campbell, A. P., R. Muir & Co.....	Winnipeg, Man.
*Campbell, R. L., Grain.....	Franklin, Man.
*Campbell, K., Grain.....	Brandon, Man.
Carson, Wm., Calgary Milling Co.....	Calgary, Alta.
Carruthers, G. A., J. Carruthers & Co., Ltd.	
.....	Winnipeg, Man.
Cass, E.....	Winnipeg, Man.
Castle, C. C., Warehouse Commissioner..	Winnipeg, Man.
Cavanagh, Alex., Grain.....	Winnipeg, Man.
Chalmers, J. M., Chalmers Bros. & Bethune,	
.....	Pilot Mound, Man.
Chalmers, R. J.....	Manitou, Man.
Champion, H. T., Banker.....	Winnipeg, Man.
Chisholm, A. D.....	Griswold, Man.
*Cates, A., Grain.....	Napinka, Man.
Chapin, F., Grain.....	Hartney, Man.
Cheyne, J. G.....	Melita, Man.
Christensen, C. A., McHugh & Christensen.	Winnipeg, Man.
Clark, S. P., Northern Elevator Co....	Winnipeg, Man.
Clarke, O. S., Bank of Hamilton.....	Winnipeg, Man.
*Clifford, W., Grain.....	Austin, Man.

<i>Name.</i>	<i>Residence.</i>
*Cochrane, J. W., Grain.....	Glenboro, Man.
Colpman, Frank.....	Lethbridge, Alta.
Colter, S. S.....	Virden, Man.
Coffee, J. L. L., Coffee & Co.....	Montreal, Que.
Coombes, F. J., McConnell & Coombes...	Brandon, Man.
Crowe, G. R., Northern Elevator Co.....	Winnipeg, Man.
Davidson, J. H., Miller, etc.....	Neepawa, Man.
Drewry, E. L., Brewer.....	Winnipeg, Man.
Dines, W. W., Grain.....	Winnipeg, Man.
Dirks, Herman.....	Gretna, Man.
Donald, W. A., Grain.....	Pilot Mound, Man.
Douglas, W. D., Douglas Bros.....	Cedar Rapids, Iowa.
Douglas, W. G., Flour and Feed.....	Winnipeg, Man.
*Dow, Geo., Miller.....	Pilot Mound, Man.
Dyke, I., Grain.....	Winkler, Man.
Dyer, H. M., Grain.....	Minnedosa, Man.
Ellis, A. B., McLaughlin & Ellis.....	Winnipeg, Man.
Eyres, H. W., C. E. Lewis & Co.....	Winnipeg, Man.
Ewe, G. F., Chamber of Commerce....	Minneapolis, Minn.
Fenwick, A., Grain.....	Alexander, Man.
Fischer, V., Grain, Box 343.....	Winnipeg, Man.
Fleming, Jno., A. McFee & Co.....	Winnipeg, Man.
Fowler, F. O., Sec'y N. W. Grain Dealers' Association.....	Winnipeg, Man.
Geddes, Jno., Board of Trade.....	Chicago, Ill.
George, Jas. E., Grain.....	Indian Head, Assa.
Gibbins, W. T., W. Gibbins & Co.....	Winnipeg, Man.
Gilliland, W. J., Grain.....	Carievale, Assa.
*Glenn, Jos., Grain.....	Indian Head, Assa.

<i>Name.</i>	<i>Residence.</i>
Glines, G. A., Glines & Co.....	Winnipeg, Man.
Gordon, J. T., Gordon & Ironsides.....	Winnipeg, Man.
Gordon, C. R., The C. R. Gordon Land Co.....	Winnipeg, Man.
Greenshaw, C. H., Grain.....	Hamiota, Man.
Hall, C. E.....	Winnipeg, Man.
Hall, H. F., Grain.....	Crandall, Man.
Hargraft, A. R., Coffee, Hargraft & Co..	Winnipeg, Man.
Harvey, Jas. G.....	Winnipeg, Man.
Harrington, C. M., Chamber of Commerce	
.....	Minneapolis, Minn.
Harrison, Geo., Grain.....	Holmfild, Man.
Hastings, W. A., Lake of the Woods Milling	
Co.....	Montreal, Que.
Hastings, G. V., Lake of the Woods Milling	
Co.....	Winnipeg, Man.
Herriot, W., Stead & Herriot.....	Winnipeg, Man.
Hitchcock, A., Grain.....	Moose Jaw, Assa.
Hodd, Jas., Grain.....	Winnipeg, Man.
Hope, Wm., Grain.....	Carberry, Man.
Horn, David, Chief Grain Inspector.....	Winnipeg, Man.
Hunter, H. A., Hunter Land Co.....	Minneapolis, Minn.
Hunter, J. F., Hunter & Moore.....	Winnipeg, Man.
Hurt, C. J., Miller.....	Carberry, Man.
*Jackson, F. G., Grain.....	Lauder, Man.
James, E., McHugh & Christensen.....	Winnipeg, Man.
Kelly, T., Contractor.....	Winnipeg, Man.
Kelly, A., Miller.....	Brandon, Man.
Kellett, T. H., Grain.....	Winnipeg, Man.
Knittle, J. W., Miller.....	Boissevain, Man.
*Knight, R. A., Grain.....	Hargrave, Man.

<i>Name.</i>	<i>Residence.</i>
Laird, H. W., Grain.....	Regina, Assa.
Lang, E. F., Archibald, A. C.....	Winnipeg, Man.
Law, Thos., Miller.....	Brandon, Man.
*Laycock, A., Grain.....	Foxwarren, Man.
Leitch, A. J., Miller.....	Oak Lake, Man.
Leitch, A., Miller.....	Oak Lake, Man.
*Lennard, W. B., Grain.....	Russell, Man.
Leslie, N. G., Imperial Bank.....	Winnipeg, Man.
Lewis, C. E., Chamber of Commerce..	Minneapolis, Minn.
Lindsay, W. J., Grain.....	Brandon, Man.
Lines, T. W., Brackman-Ker Mfg. Co...	Strathcona, Alta.
Little, A. E., Grain.....	Morden, Man.
Long, M., Grain, &c.....	Gretna, Man.
Love, Jno., Winnipeg Elevator Co.....	Winnipeg, Man.
Mann, J. E., Deyell & Co.....	Souris, Man.
March, F. M.....	Winnipeg, Man.
March, Geo. K.....	Winnipeg, Man.
Martin, R. D., The R. D. Martin Co.....	Montreal, Que.
Martin, Wm., Northern Elevator Co.....	Winnipeg, Man.
Marshall, G. A. J. A.....	Portage la Prairie, Man.
Matheson, W. A., Lake of the Woods Milling Co.....	Winnipeg, Man.
Matthews, E. C.....	Moose Jaw, Assa.
Melady, Jno., L. Coffee & Co.....	Toronto, Ont.
Metcalf, T. H., Grain Exchange.....	Winnipeg, Man.
Metcalf, L. M., Grain Exchange.....	Winnipeg, Man.
Metcalf, H. D.....	Montreal, Que.
Metcalf, T. H., Oatmeal Miller..	Portage la Prairie, Man.
Mitchell, J. A.....	Winnipeg, Man.
*Milne, D.....	Rapid City, Man.

<i>Name.</i>	<i>Residence.</i>
Montgomery, T. J., 143 West 5th St.....	St. Paul, Minn.
Moore, R. F., Hunter & Moore.....	Boissevain, Man.
Morgan, J. G., New York Life Ins. Co....	Winnipeg, Man.
Morton, T. L., Morton & Pearson.....	Winnipeg, Man.
Muir, Robt., R. Muir & Co.....	Winnipeg, Man.
Murphy, G. B., Grain.....	Carberry, Man.
MacLean, Jno., Grain.....	Winnipeg, Man.
McBean, H. M., McBean Bros.....	Winnipeg, Man.
McBean, A. R. J., Bruce McBean.....	Winnipeg, Man.
McBean, W. D., McBean Bros.....	Winnipeg, Man.
McBean, Bruce, Grain Broker.....	Winnipeg, Man.
McCullogh, Geo., Miller.....	Souris, Man.
McCullogh, H. W., Miller.....	Souris, Man.
McFarland, Jno. I., Grain.....	Strathcona, Alta.
McGaw, S. A., Miller.....	Goderich, Ont.
McHugh, J. G., McHugh-Christensen Co..	Winnipeg, Man.
*McKinstry, O. W., Grain.....	Minto, Man.
McKenzie, A. E., Grain.....	Brandon, Man.
McKay, Chas., Grain.....	Morden, Man.
McLaren, F. N., Van Dusen-Harrington Co.	
.....	Winnipeg, Man.
McLaughlin, H. D., McLaughlin & Ellis..	Winnipeg, Man.
McLean, Jno. A.....	Moose Jaw, Assa.
McLean, Donald, Miller.....	Moose Jaw, Assa.
MacMillan, D. N., Grain.....	Morden, Man.
McMillan, W. W., Dominion Elevator Co..	Winnipeg, Man.
McMillan, D. H., Sir.....	Winnipeg, Man.
McMichael, A., Grain Exchange.....	Winnipeg, Man.
McVicar, Jno., Grain.....	Winnipeg, Man.
McWilliams, W. H., Canadian Elevator Co.	Winnipeg, Man.

<i>Name.</i>	<i>Residence.</i>
Nicholson, E., Commission Merchant....	Winnipeg, Man.
*Nicol, T., Grain, &c.....	Boissevain, Man.
Nixon, K., Grain, &c.....	Wapella, Assa.
Noble, R. J., Grain, &c.....	Oxbow, Assa.
Norris, James, Richardson & Co. (Inc.)....	Chicago, Ill.
Ogilvie, S., Ogilvie Flour Mills Co.....	Montreal, Que.
Olafson, G., Flour and Feed.....	Winnipeg, Man.
*Orr, Malcolm, Grain.....	Glenboro, Man.
O'Brien, J. D., Watson & Co.....	Winnipeg, Man.
O'Rielly, E., Grain.....	Winnipeg, Man.
Paterson, H. S., Grain.....	Winnipeg, Man.
Passmore, W., The Anchor Grain Co..	Minneapolis, Minn.
Patton, F. L., Dominion Bank.....	Winnipeg, Man.
*Parr, J. E., Grain.....	Crystal City, Man.
Parrish, W. L., Grain.....	Winnipeg, Man.
Pearson, H. J., Morton & Pearson.....	Winnipeg, Man.
*Peters, F. D., Grain.....	Whitewater, Man.
Phillipps, F., Dominion Elevator Co....	Winnipeg, Man.
Pinney, W. J., Miller.....	Wilmar, Minn.
Piper, G. F., Grain.....	Minneapolis, Minn.
Randall, R., Grain.....	Shoal Lake, Man.
Reid, Alex., Western Elevator Co.....	Winnipeg, Man.
Richardson, R. D., Richardson & Co. (Inc.)..	Chicago, Ill.
Rimer, F. W., Kilgour & Rimer.....	Winnipeg, Man.
Ritchie, Robt., Edmonton Milling Co.....	Edmonton, Alta.
Roblin, R. P., Hon.....	Winnipeg, Man.
Rogers, R., Hon.....	Winnipeg, Man.
Ross, I. M.....	Winnipeg, Man.
Ruttan, A. C., E. O'Reilly.....	Winnipeg, Man.

<i>Name.</i>	<i>Residence.</i>
Sanders, Jas., Grain.....	Whitewood, Assa.
Sanderson, Jas., Grain.....	Holland, Man.
Scott, S., Grain.....	Lauder, Man.
Scott, Robt., Grain.....	Shoal Lake, Man.
*Scott, R. H., Grain.....	Methven, Man.
*Scott, Jno. A., Grain.....	Hartney, Man.
*Schellenberg, D., Grain.....	Gretna, Man.
Schwartz, Jno., Grain.....	Altona, Man.
*Setter, A., Grain.....	Russell, Man.
Sharpe, J., Grain.....	Moosomin, Assa.
Simpson, F. G., Ogilvie Flour Mills Co...	Winnipeg, Man.
Soot, H. R.....	Winnipeg, Man.
Spink, J. P., S. Spink.....	Winnipeg, Man.
Spink, S., Grain.....	Winnipeg, Man.
Smith, C. C., Grain.....	Carnduff, Assa.
Sprague, D. E.....	Winnipeg, Man.
Steele, C. H., H. B. Co. Mill.....	Winnipeg, Man.
Thompson, R. M., Thompson, Sons & Co..	Winnipeg, Mna.
Thompson, Jos., Colony St.....	Winnipeg, Man.
Thompson, F. W., Ogilvie Mills Co.....	Montreal, Que.
Thompson, Thos., Thompson, Sons & Co..	Winnipeg, Man.
Thompson, T. G., Thompson, Sons & Co..	Winnipeg, Man.
Thomson, E., Ass't. Warehouse Comm'r..	Winnipeg, Man.
Thorburn, W. C., Grain.....	Broadview, Assa.
Tilt, C., Jas. Carruthers & Co., Ltd.....	Winnipeg, Man.
Tolminson, G. A.....	Duluth, Minn.
Truesdell, L. G.....	Minneapolis, Minn.
Wagner, D. R., Corn Exchange.....	Minneapolis, Minn.
Wagner, A., Corn Exchange.....	Minneapolis, Minn.

<i>Name.</i>	<i>Residence.</i>
*Wake, Jno., Grain.....	Minnedosa, Man.
Watson, H. P., Chamber of Commerce.....	Minneapolis, Minn.
Wheeler, C. E., C. E. Lewis & Co.....	Fargo, N. D.
Whitla, R. J.....	Winnipeg, Man.
*Whitworth, H. R., Grain, &c.....	Morris, Man.
Wickson, Walter, Grain, &c.....	Carman, Man.
Wickson, A., Merchants Bank.....	Winnipeg, Man.
Wilson, Wm., Grain.....	Indian Head, Assa.
Winearls, H. H., Grain Broker.....	Winnipeg, Man.
Woods, D. R., Woods Bros.....	Somerset, Man.
Wright, F. J.....	Winnipeg, Man.
Young, C. A., A. McFee & Co.....	Winnipeg, Man.

* Where asterisk appears against name it denotes Associate Member.

PRESIDENT'S ADDRESS.

The Members,

The Winnipeg Grain and Produce Exchange:

GENTLEMEN,—My predecessor, in his retiring address last year, presented to you such a favorable statement of the conditions then existing in this country that the most sanguine among us could hardly hope for any improvement to be reported at the close of another year. A great improvement, nevertheless, has been manifested, and I am in the happy position to-day of being able to state that in no previous year has the development of the country made such rapid progress as it has in the one just closed. The farmers of Manitoba and the Territories have produced a crop of grain that surpasses any previous crop as to quantity, and that has been easily handled as to quality and perfect as to condition. The high reputation of Manitoba wheat will be fully maintained by the crop of 1902. Out of some 28,000 cars of wheat inspected only twenty-one per cent. graded lower than One Hard or One Northern, and but 500 cars, or less than two per cent., below what is considered good milling wheat. Another notable feature of the crop is the small percentage of wheat rejected because of smut, there being less than 150 cars affected in that way. This indicates that the careless farming which prevailed in earlier years is disappearing, a result which is largely due to the fact that our farmers are freer from debt and consequently in a position to practise better methods.

Development.—The population of Manitoba and the Northwest has been greatly increased during the past year by the arrival of new settlers, chiefly in the farming districts. It is difficult to estimate what the result of this to the grain trade will be in the coming year, but it is safe to predict that the acreage under wheat for the next crop will be increased at least twenty-five per cent. over the last. Taking as a basis of calculation the quantity of land prepared for crop in the fall of 1902 as compared with that of 1901, we find in the Province of Manitoba an increase of fifteen per cent.; and while it is impossible to get accurate data for the Northwest Territories, it is safe to say that the increase there will be in the neighborhood of fifty per cent. The amount sown on spring plowing depends altogether on the season. The excessive moisture last spring prevented farmers from doing anything like as much spring plowing as they would have done in an ordinary season, and with favorable weather next spring we may look for a considerable increase over last year in the acreage sown on spring plowing. All things considered, we may safely conclude that the percentage of increase in the crop next year will fully reach the estimate I have given. The grain men are endeavoring to meet the requirements by increasing the number of their elevators. During the past season 260 elevators have been added to the list, and it is understood that the old line companies are preparing to increase their storage capacity from twenty-five to fifty per cent., while new companies are entering the field with the intention of building a large number, thus increasing the interior storage capacity very considerably.

Transportation.—The question of transportation still continues to be a serious one, both to the producer and to the grain trade of this country, and this year, as last, it has

been the principal subject of discussion. The car shortage has resulted in serious loss to the farmers in not allowing them to dispose of their grain when they wished to do so, and to the trade by preventing the dealers from getting their grain forward within a reasonable time after it was purchased, thus entailing considerable additional expense in insurance, interest and storage. This prevented dealers from paying to the producers the price for their grain which they were justly entitled to expect, and has resulted in a great deal of dissatisfaction and misunderstanding which would not have existed had there been an adequate supply of cars. The development which is taking place in the west, however, seems to have wakened up other railway corporations to the advisability of securing a portion of our trade, and there are reports of companies seeking permission to enter Western Canada for that purpose. Notably among these is the Grand Trunk Railway Company, and I have no doubt that the introduction of that road will be hailed by the grain producers of this country with the greatest satisfaction. The advent of a corporation of this kind, with its immense resources both in money and equipment, will no doubt prove a great advantage to the country, by their competing for a share of the trade in the older settled districts and by opening up new territory for themselves. We also hear that the Northern Pacific is again applying for permission to enter Manitoba, and should they succeed, it will afford an outlet to the south. The fact that this Company is not asking for aid from the Government indicates the confidence held by our friends to the south in the possibilities of this country.

Grain Exchange.—The general prosperity of the country has had its effect on our Exchange, and we are now closing the most prosperous year of its history. Our membership has been increased by over one hundred and the value of a

seat has gone up from \$125 to \$1,000. As you will see by the Treasurer's Report, our finances are in a most flourishing condition. In view of the fact that the time will soon come when it will be advisable to erect a building for our own use, it was deemed advisable to secure a suitable site. We were fortunate in getting a most desirable property, and I expect we will be able in a few years to put up a building that will be a credit to the City and this Exchange. I would suggest that in designing this building we should have regard not only to our present requirements, but also that we should make some allowance for the increased accommodation which is sure to be needed in a few years.

Legislation.—The Dominion Parliament has seen fit to amend the Grain Act in such a way as to seriously hamper the grain trade, by its regulations as to the distribution of cars. I hope some remedy will be provided at the next session, by the introduction of a measure that will be more reasonable than the one now in force. I think it would be advisable for Parliament to pass an Act compelling terminal elevators to insure all grain at a rate which will be fair to companies and reasonable to the shippers. This would overcome a hardship under which shippers labor at present. As has already been pointed out by this Exchange, the shipper is obliged to carry more insurance than should be necessary in order to protect his grain. He cannot know into which elevator his grain will be unloaded until he receives this information from the company; consequently, unless he carries a surplus of insurance in each elevator, he runs the risk of his grain remaining uninsured.

The Exchange has recently lost one of its most active and energetic members by the death of Mr. Thomas B. Baker. His untimely death has left a void at our council board and

in the hearts of his brother members not easily filled, and the valuable services he rendered the Exchange have done a great deal toward building it up to its present high standard.

We have also to-day received the sad news of the death of Mr. T. T. W. Bready. I need not say how much we are grieved at this sudden removal of one of our most prominent members, who has, almost since its inception, been prominently connected with the grain trade.

Gentlemen, in retiring from the position of your President I can only hope that the prosperity of the Exchange will continue, and that the same friendly feeling which now exists between its members will be maintained during the coming year.

C. A. YOUNG.

REPORT OF COUNCIL.

Winnipeg, January 14th, 1903.

To the Members of the Winnipeg Grain and Produce Exchange:

GENTLEMEN,—Your Council beg to present their Fifteenth Annual Report.

COMMITTEE ON APPLICATIONS FOR MEMBERSHIP.

Under the provisions of the Exchange By-laws, the following were elected by the Council as a Committee to enquire into the character and standing of applicants for membership in the Exchange, viz.:—

Messrs. John Love, C. Tilt and Robert Muir.

COMMITTEE OF INVESTIGATION OF ALLEGED VIOLATION OF RULES.

The Council, at its first meeting held on January 15th, 1902, under By-law 19, Section 9, appointed Messrs. F. Phillipps, John Love and S. P. Clark as a Committee to investigate any charges of alleged violation of the Exchange rules, and this Committee has acted as occasion required.

CHANGES IN THE COUNCIL.

Immediately after the annual election, Mr. William Martin, on account of contemplated absence from the city, re-

signed from the Council, and the vacancy was filled by the election of Mr. F. Phillipps. On April 23rd Mr. F. W. Thompson, who had removed to Montreal, resigned, and Mr. W. A. Black was elected to fill the vacancy. In December, owing to the death of Mr. T. B. Baker, Mr. Alex. Reid was elected as a member.

OFFICIAL DATE, OPENING OF LAKE PORTS.

In April the matter of the necessity of the Exchange adopting some rule as to the official date of the opening of navigation was considered by the Council, and afterwards the Exchange adopted the following By-law:

“The opening of navigation shall be construed to mean the arrival in Fort William or Port Arthur harbor of the first vessel from lower lake ports through the Sault canal, and that the entrance or entrances to the Fort William or Port Arthur harbors shall be free of obstructions from ice. In the event of ice returning in sufficient quantities to obstruct navigation, then all the contracts based upon the opening of navigation shall be extended for as many days as such obstruction exists.”

Later on statements were procured from officials at Port Arthur and Fort William defining the exact date of the opening of navigation in 1902, and this date is filed in the Secretary's office for the information of members.

REGISTRATION OF FIRMS.

The Council desire to call the special attention of firms having members in this Exchange, to the strong advisability of securing registration for their firms under the By-laws. Quite a large number of firms have not yet registered, and the Council point out that such firms can have no rights or responsibility under Exchange rules until they are regis-

tered. Registration costs nothing, and forms of application may be secured by applying to the Secretary.

CONTRACT GRADES, CROP 1902.

Under By-law 9, Section 9, the Council on the 30th September last fixed the contract grades of grain that shall govern all trades made on the floor of the Exchange during the established hours of trading for the crop of 1902, as follows:

“The contract grade of wheat for the ensuing year shall be No. 1 Northern, provided that No. 1 Hard wheat may be delivered at a difference of 2c over, but the Council, after giving notice by posting on the bulletin board of the Exchange for one month, may cancel such right to deliver No. 1 Hard, all contracts, however, made prior to such cancellation to stand as made; also that No. 2 white oats shall be the contract grade for oats.”

AMENDMENT TO CHARTER.

Owing to the fact that a slight ambiguity of language exists in a clause in the charter applying to the status of members non-resident in Canada, the Council has instructed the Solicitor to apply at the next session of the Legislature of Manitoba for a revision of the clause.

OPTION TRADING.

Acting under the By-laws the Council directed that option trading be resumed on the 20th October, from 9.30 a.m. to 1.15 p.m., except on Saturdays, when the hours are from 9.30 a.m. till noon. For some reasons, variously explained, members seem to take little interest in the option trading.

EXPORT GRADES.

The Council were advised by the Canadian Pacific Railway Company in November (for the Trunk Line Associa-

tion, New York) that only a certain number of grades of grain to be exported from Canada will be received at New York, Philadelphia or Baltimore, and that such grain will be received at the frontier junction point only when each car is accompanied by a proper certificate from the duly appointed Inspector at the point of shipment or at the frontier showing it to be one of the list of specified grades; and the Council, being asked to designate eight grades for Manitoba grain, decided on the following, viz.: 1 Hard, 1, 2 and 3 Northern wheat, two commercial grades of wheat (to be determined later), No. 2 white oats and feed oats.

Later on, the Council were notified by the Trunk Line Association that only six grades of Manitoba grain, instead of eight, would be allowed this year, and accordingly one of the commercial grades and feed oats were struck from the list; but the Exchange, while expressing its willingness to agree in this reduction in the number of grades, only did so in the case of the current year, and made it clear that this agreement should not establish a precedent, and that the full number of eight grades would be expected next season.

ADOPTION OF NEW BY-LAWS.

It having been found necessary to reprint the By-laws of the Exchange for distribution to members, the Council considered it advisable, in August last, to appoint a committee to go over the existing By-laws and suggest any alterations or additions as to details that they might consider advisable; and, as a consequence, notice of motion was given on August the 30th that the then existing By-laws be cancelled and a new set of By-laws embodying the corrections and additions be adopted. A copy of the proposed new By-laws was mailed to each member of the Exchange, and a general meeting and

an adjourned general meeting held on the 24th and 25th September adopted the By-laws, printed copies of which were immediately thereafter distributed, and are now in force. A motion to amend Section 1 of By-law 19, "Rules relating to Commission," was proposed at a general meeting of the Exchange held on December 3rd, 1902, but did not carry.

SITE FOR EXCHANGE BUILDING.

As a result of private discussion amongst the members of the Exchange, the Council, in view of the fact that available building sites in the business centre of the city were rapidly increasing in value, early in August appointed a committee to enquire into the matter of the advisability of the Exchange immediately purchasing a proper site for a proposed building to be erected, owned and occupied by the Exchange, the Committee at the same time being requested to report as to the location and value of any sites that they might deem suitable for Exchange purposes. On the 20th August the Committee reported, advising the immediate purchase of the north-east corner of Lombard and Rorie Streets, comprising several lots, the united block having a frontage of about 137 feet on Lombard Street and 129 on Rorie Street, the Committee having secured the option on the property at the price of \$25,860. The Council unanimously approved of the report of the Committee, and on August the 20th a general meeting of the Exchange authorized the Council to complete the purchase, which has since been done, the Exchange securing Torrens titles for the various parcels. As this property has already increased considerably in value since it was secured by the Exchange, the Council have no reason to regret their recommendation, and it is satisfactory to know that ample funds were available to meet the expense without

exhausting our cash reserve fund. When the time comes that the Exchange may desire to erect a building, they will have a suitable site.

WIRE PRIVILEGES.

As the leases of wire privileges to the two firms having the right of wires into the Exchange building had expired, the Council made new arrangements with the two firms, giving each a lease for one year from the 30th September, 1902, the terms being satisfactory to the Exchange.

GRAIN WEIGHING AT WINNIPEG.

Many complaints have been made regarding the difficulties surrounding the securing of proper weights of the grain in cars consigned to Winnipeg for local delivery, as there are no facilities in the railway yards for definitely ascertaining the exact quantity of grain arriving in any particular car; and, as a consequence (say, in the case of oats), the out-turn has to be determined by sacking the grain in the car and weighing at the consignee's warehouse or other place of business. This is a very unsatisfactory system, and as a result of representations made by members of the Exchange at outside points the Council have now a committee investigating the whole situation, with instructions to report thereon.

BOARD OF TRADE CONFERENCE AT TORONTO.

The Exchange having been invited to take part in a conference of commercial bodies of Canada to be held in Toronto on June 4th, 1902, appointed three delegates—the President, Secretary and Mr. A. R. Hargraft—who attended the conference, which was a large gathering of commercial representatives from the Atlantic to the Pacific. Many matters of great commercial importance to Canada, after being thoroughly debated, were pronounced upon by the conference;

and while the delegates of this Exchange took part in all proceedings, they submitted only the following resolution, which, after considerable discussion, was passed by an unanimous vote:

“Whereas Great Britain has placed an import duty on agricultural products from her Colonies as well as from other countries; and whereas the building up of the Colonies is the surest and best means of strengthening the Empire and providing for its defence; and whereas the volume of immigration to and development of the Colonies (and of Canada especially) largely depends on the encouragement given to develop their agricultural resources;

“Be it resolved that this conference request the Hon. Sir Wilfrid Laurier, Premier of Canada, to urge most strongly upon the Government of Great Britain the extreme advisability of arranging the import duty on agricultural produce into Great Britain so that a preference be given to the said products imported from Canada and other Colonies as against the importations from foreign countries.”

Being the first conference of the kind ever held in Canada since the West has developed, the proceedings attracted considerable attention, both at home and abroad, and the general result was good.

COMPLAINT RE EASTERN GRADING.

The following correspondence explains itself:

THE SURVEY BOARD.

Secretary's Office,
Winnipeg, Man., Sept. 17th, 1902.

The President and Council of the Winnipeg Grain and Produce Exchange.

GENTLEMEN,—I am instructed by a meeting of the Grain Survey Board to place you in possession of the following

facts: Mr. C. C. Castle, Warehouse Commissioner, submitted to this Board two samples of wheat marked "A" and "B," stating that they had been received from the Glasgow Corn Exchange, and asking that the Board grade the samples and report thereon to him. After carefully considering the samples submitted by him, sample "A" was graded as No. 2 Northern wheat, and sample "B" was pronounced to be not equal to No. 2 Northern wheat, and, as a fact, was worth about 5 cents per bushel less than sample "A." After this decision had been arrived at, it came to the knowledge of this Board that these two samples had been sent by the Glasgow Corn Exchange to the Warehouse Commissioner here representing that sample "A" was of a consignment arriving at Glasgow accompanied by a Fort William certificate for No. 2 Northern wheat, and that sample "B" was from a consignment which arrived at Glasgow accompanied by a certificate for No. 2 Northern wheat issued at Toronto, Ont. Owing to the peculiar circumstances of the case and the serious nature of such a situation, we have deemed it advisable to call your attention to the above facts.

SECRETARY.

Winnipeg Grain and Produce Exchange,
Winnipeg, September 25th, 1902.

W. G. Parmelee, Esq.,
Deputy Minister of Trade and Commerce,
Ottawa, Ont.

SIR,—The Council of this Exchange has had its attention drawn to the apparent practice of the Dominion Grain Inspector at Toronto (or his assistant) of issuing inspection certificates for Manitoba wheat contrary to the provisions of the Inspection Act, and the Exchange respectfully asks that an immediate and rigid investigation into the official acts of the Toronto Inspector, in the direction indicated, be made.

The Exchange also wishes to draw to your notice the fact that complaints are made against the inspection of Manitoba grain at Portland, and though no definite date has been laid

before the Exchange, it is so important that no suspicion of misgrading at that point should prevail that this Exchange requests that the system and details of inspection as pursued by the Canadian Inspector at Portland be fully investigated.

The Exchange considers it advisable to inform you that it has already been strongly urged by the largest Manitoba exporting firms that a circular letter be issued by this Exchange and forwarded to all the corn exchanges and leading importers of Manitoba grain in Europe, warning them that under no circumstances should they purchase Manitoba grain without insisting that certificates issued west of Lake Superior by the Government inspectors should accompany the delivery of the grain, but the Exchange, feeling satisfied that whatever irregularity may exist will be promptly and effectively removed by your Department, decided not to take any action in that direction at the present time. The Exchange therefore respectfully asks for an early reply to this communication, as the matter is of immensely great importance to every purchaser and exporter of Manitoba wheat, and this season's crop is already moving rapidly.

SECRETARY.

Department of Trade and Commerce,
Ottawa, September 29th, 1902.

C. N. Bell, Esq.,

Secretary Grain and Produce Exchange.

SIR,—I have yours of the 23rd instant, in which you inform me that complaints are made against inspection of Manitoba grain at Portland, etc. Of course, you understand that Portland is not a Canadian port and that Canada has no inspector at that port nor any jurisdiction over the United States inspectors here.

I note further the proposal to issue a circular warning leading importers of Manitoba grain in Europe that they should under no circumstances purchase Manitoba grain without insisting that a certificate should be issued west of Lake Superior. I think that this would be a very injudicious

move. The law expressly provides that under certain circumstances the grain can be re-inspected, and, in fact, the seaboard inspection is, under such circumstances, invariably required by the purchaser in Europe.

With reference to inspection at Toronto, of course, we must hold the inspector responsible for his acts, and any distinct definite complaints that can be traced will be investigated, but it is rather an awkward thing to undertake to investigate a general complaint in no way specific. If you have any complaint of a specific character and can give data, I will see that it is investigated without delay.

I have the honor to be, Sir,

Your obedient servant,

W. G. PARMELEE,
Deputy Minister.

Winnipeg Grain and Produce Exchange,

Winnipeg, October 13th, 1902.

Hon. Clifford Sifton,

Minister of the Interior, Ottawa.

DEAR SIR,—The attention of the Grain Exchange has been drawn to the fact that certain cargoes of Manitoba wheat have been sold on the Glasgow market during the last season carrying a certificate issued by a Toronto inspector. We learn through the Survey Board that the sample so inspected was not equal to the grade it was meant to represent.

The matter was submitted to the Deputy Minister of Trade and Commerce for the purpose of having that department take such steps as might be necessary to prevent a recurrence of that sort of thing. In his reply to the Secretary of the Exchange he seems unwilling to take any action unless a defi-

nite charge is made. It is not our wish to ask the Department to prosecute for any misdemeanor that has already taken place, but we think it is the duty of the Department to prevent a recurrence of what you must consider a violation of the spirit of the Act. We understand that Mr. Parmelee has been furnished with sufficient data to prove to him the necessity of putting a stop to this practice.

Kindly take the matter up with the proper department, and if you succeed in waking them up to the importance of this step, you will do a great deal towards maintaining the standing our wheat is entitled to.

Yours truly,

C. A. YOUNG,

President.

Ottawa, 17th October, 1902.

C. A. Young, Esq.,

President Grain and Produce Exchange,

Winnipeg, Man.

DEAR SIR,—I have the honor to acknowledge the receipt of your letter of the 13th instant. In reply, I beg to say that the report lately made by Mr. C. C. Castle to the Department of Trade and Commerce has been made public, and I notice by the press that the Toronto grain people take strong exception to the statements contained in Mr. Castle's report, which are substantially, as I understand it, a corroboration of the facts which you charge in your communication to the Department of Trade and Commerce. The Toronto people express their intention of taking the matter up and having it investigated, in which case both your desire and theirs will be met by one investigation.

Yours faithfully,

CLIFFORD SIFTON.

So far as is known to the Council nothing further has been done in this matter; in any case, if it has, the Exchange has not been notified.

INSURANCE AT FORT WILLIAM.

The Council took up with General Superintendent Leonard the matter of the difficulty of placing insurance on grain in store at Fort William. No notice is given to shippers as to what elevator grain forwarded to Fort William will be stored in; and as western shippers cannot know until bills are received from Fort William as to the particular elevator in which their grain has been placed, it is found necessary to carry considerable insurance in each elevator for protection to meet this situation. It has occurred that the limit of insurance that will be carried by the insurance companies on grain stored in the elevators at Fort William was reached, while the amount of grain actually placed in the elevators was far below the amount insured; hence some grain actually placed in elevators could not obtain insurance, while some shippers were carrying an unnecessary amount of insurance in order to protect their deliveries to the elevator. A committee from the Exchange interviewed General Superintendent Leonard, and requested him to endeavor to have the Canadian Pacific Railway Company insure all the grain going into their elevators, make a charge for the same, and collect it with the other customary charges. It is understood that Mr. Leonard discussed this matter with the head office, and that the Company, so far, has not consented. With the erection of more elevators the present difficulties of insuring grain will be increased, and it is to be hoped that the Company, in some manner, will relieve the situation and place shippers in the same position they meet at Duluth, where notice is always given in advance of the elevator wherein grain will be stored.

PROPOSED INSPECTION OF GRAIN AT CALGARY.

The following correspondence is self-explanatory:—

Winnipeg, December 10th, 1902.

W. G. Parmalee, Esq.,

Deputy Minister of Trade and Commerce,

Ottawa, Ont.

SIR,—I have the honor, by direction, to write you that this Exchange, having been informed that an application has been filed with your Department by boards of trade interested, between Calgary and Edmonton, for the inspection of grain at Calgary, the members of this Exchange, who are to a considerable extent directly interested in the handling of grain produced in Alberta, heartily endorse the request that Calgary be made an inspection point.

I have the honor to be, Sir,

Your obedient servant,

C. N. BELL,

Secretary.

Department of Trade and Commerce,

Ottawa, December 15th, 1902.

C. N. Bell, Esq.,

Secretary Winnipeg Grain and Produce Exchange,

Winnipeg, Man.

SIR,—I have yours of the 10th instant, re inspection of grain at Calgary, which will have due attention.

Personally, I cannot see the utility of this, as all grain if it goes east must pass through Winnipeg, where there is a staff ready to inspect it, but if going west there are no facilities for inspection, there being no elevators on the Pacific

coast, and all grain must be shipped in bags, in which condition it is, of course, impossible to inspect it.

I have the honor to be, Sir,

Your obedient servant,

W. G. PARMELEE,
Deputy Minister.

Winnipeg, December 20th, 1902.

W. G. Parmelee, Esq.,
Deputy Minister Trade and Commerce,
Ottawa, Ont.

SIR,—I beg to acknowledge receipt of your letter of the 15th inst., being in answer to mine of the 10th inst., and have pleasure by direction of the Exchange in giving you information in connection with the necessity for inspection at Calgary.

In most years a very considerable quantity of grain shipped east from Alberta is consigned to points west of Winnipeg and east of the mountains, and consequently, as there is no inspection officer west of Winnipeg, this grain cannot be sold with certificates of inspection, and therefore the trade is not on as satisfactory a basis as it should be. For instance, consignments of oats from Alberta to Manitoba mills cannot be delivered with a certificate of quality, and hence there is much room for disputes to arise, while this state of affairs does not exist where inspection is obtained.

It is quite true that there are no elevators on the Pacific coast to handle grain shipped from Manitoba and the Territories to Vancouver or Australia, but if Calgary was an inspection point, the grain could be shipped in bulk, inspected at Calgary and sacked at Vancouver; indeed, a proposition favorably received by the Canadian Pacific Railway officials and now under their consideration, is that a form of elevated warehouse be erected at Vancouver so that grain can be dropped from a car through a spout direct to the sacks, and

in this case no doubt all the grain would be sacked at Vancouver where it should be, as interior elevators have no room available for such work and labor is scarcely obtainable in the grain-shipping season.

There are reasons, too, why the Alberta people desire to have their grain consigned to points in the Kootenay country sold direct on Government inspection, and this would be met by the establishment of an inspection point at Calgary.

Carloads of grain shipped from Alberta to fill sales of particular grades sometimes do not grade at Winnipeg according to the shippers' expectations, and hence will not apply on existing contracts, fresh cars having to be shipped from Alberta to meet the difficulty; and owing to the great distance and frequent delays en route, this results in loss to shippers and an unsatisfactory state of trade. If Alberta grain was inspected at Calgary, a mis-grading carload could easily be diverted to a suitable local sale point and replaced by a carload of the proper grade.

To one familiar with the details of the local requirements of the grain trade in the west many minor advantages also suggest themselves.

I have the honor to be, Sir,

Your obedient servant,

C. N. BELL,

Secretary.

MEETING OF CHAMBERS OF COMMERCE OF THE EMPIRE.

In September a communication was received from the Montreal Board of Trade suggesting that the commercial bodies of Canada should endorse the invitation of the Montreal Board made to the London (England) Chamber of Commerce that the next congress of the Chamber of Commerce

of the Empire be held this year in Montreal. The Council heartily supported the invitation, and are pleased to state that the congress will be held in Montreal in August, 1903, and it is to be hoped that this Exchange will be properly represented at this important gathering of the delegates from the leading commercial associations of the British Empire, and especially as this will be the first occasion on which the congress has been held outside of London.

STORAGE OF TOUGH WHEAT AT FORT WILLIAM.

A committee was appointed by the Council to take up with the C. P. R. freight officials the storage of "tough" wheat in Fort William, with the result shown by the following letter:—

Winnipeg, September 24th, 1902.

C. N. Bell, Esq.,

*Secretary Winnipeg Grain and Produce Exchange,
Winnipeg, Man.*

DEAR SIR,—Referring to conversation of yesterday, I understand that there may be a small quantity of tough wheat the grain trade for convenience would like us to handle through our Fort William elevators, with the understanding that it is for immediate shipment.

For the time being the Company is willing to consent, on payment of freight charges, to take into its elevators at Fort William unsound wheat classified as "Tough One Hard" and "Tough One Northern" unless ordered to Port Arthur elevator for treatment.

All unsound and damaged wheat other than as above mentioned will go to Port Arthur elevator for treatment in the usual manner.

If on arrival of cars at Fort William containing "Tough

One Hard ” and “ Tough One Northern,” there is no person present to make immediate payment of freight charges, the Company will send such grain to the Port Arthur elevator in the usual manner.

The Company, of course, reserves the right to transfer such unsound wheat as above mentioned from its Fort William elevators to Port Arthur elevator for treatment at owners' risk and expense, if found necessary, and as provided in Sub-section 4, Section 26, of the Manitoba Grain Act of 1900.

Yours truly,

W. R. MACINNES,
A. F. T. M.

GRAIN FREIGHT RATES.

The Canadian Northern Railway Company having reduced the prevailing freight rate on grain to Port Arthur by two cents per 100 lbs., and no corresponding reduction having been announced by the Canadian Pacific Railway Company, a general meeting of the Exchange passed the following resolution:—

“ Whereas the inequality in the rates of freight on grain from the grain-growing districts to lake ports is most unfair to districts served by the Canadian Pacific Railway, and especially unfair where such districts are served by the Canadian Northern Railway;

“ Therefore be it resolved that this Exchange respectfully bring this matter to the attention of the Canadian Pacific Railway Company, and request a reply as to whether that Company intend to meet the rates in force on the Canadian Northern Railway and, if so, at what date such reduction will be made.”

On the 25th April an answer was received from the Assistant Freight Traffic Manager as follows:—

“You have, no doubt, already seen in the press the Company’s decision that no change will be made in its present rates to the lake front until the new crop starts to move, which will be some time in September next.”

In response to a later enquiry on the above subject, the Assistant General Traffic Manager, on the 8th September, informed the Exchange that “it is not the present intention of the Canadian Pacific Railway Company to make any change in the present existing rates on grain during the current year.”

No further approaches have been made officially by the Council to the Company since that date, and no change has since been made in the rates, the difference between the two roads at common and competing points being two cents per 100 lbs.

FIRE IN ELEVATOR D.

On the 10th of May last a fire occurred at C. P. R. Elevator “D,” Fort William, resulting in the disabling of the elevating machinery so that no grain could be received or delivered, and the Exchange was notified to that effect by the C. P. R. officials. On May 14th the following letter was sent to Mr. Lanigan:—

Winnipeg, May 14th, 1902.

W. B. Lanigan, Esq.,

G. F. Agent, Canadian Pacific Railway,
Winnipeg, Man.

DEAR SIR,—At a meeting of the Exchange held this morning I was directed to write you stating that it is very important that any damage to your elevators or grain stored therein at Fort William should be officially reported to this Exchange at the earliest possible moment, as grave complications arise

in the matter of contracts maturing, etc., when any accident of the kind mentioned occurs. Our rules are necessarily for the most part based on the normal conditions of storage and regular and prompt delivery from your elevators, and if any accident or hitch occurs such as the recent fire at Elevator "D," very serious complications follow if prompt notice is not posted on our bulletin board for the information and government of all members concerned. We are always anxious to work in common with your Company, and understand that you are always ready to recognize the necessities of regular rules and methods of keeping the trade on fair and regular lines and to assist in bringing this about, and that is why the Exchange represents this matter to you now.

Yours faithfully,

C. N. BELL,
Secretary.

On the 22nd of May notice was received that the C. P. R. would probably commence to transfer grain from Elevator "D" to Elevators "A," "B" and "C" on the 24th, but on the 26th the Exchange was further notified that it was not considered advisable to remove grain out of Elevator "D" until the loss occasioned by the fire was adjusted. On June the 3rd notice was given that the Insurance Adjuster was on his way to Fort William, but to avoid delay it was suggested that the wheat not damaged as a result of the fire be removed to Elevators "A" or "B," and that a proportion of the wheat in Elevator "D" (say, up to seventy per cent. of the whole amount) be delivered rateably to holders of railway shipping receipts and warehouse receipts in Elevator "D," such holders agreeing that the balance (say, thirty per cent.) would be held until the damage was adjusted and assessed. On the 16th of June the Exchange was notified that the C. P. R. would not accept documents for more

than 10,000 bushels delivery to any one vessel from Elevator "D," on account of slowness of delivery from that elevator. On July the 5th notice was given that full delivery from Elevator "D" would be made on and after July the 10th against out-turn documents for wheat carrying insurance, uninsured wheat to be delivered, less one per cent. to cover loss and expenses of fire of May 10th.

CAR SHORTAGE, CROP 1901.

Owing to the great scarcity of cars for moving grain, in February last the Exchange and the Council had several meetings with the officials of the C. P. R. Company urging that some relief be afforded, and the officials were pressed to arrange with their southern connections so that shippers might consign grain to Duluth when the C. P. R. could not supply cars to transport it to Fort William. Such an arrangement was made, and to a limited extent grain was carried by the Soo line and the Great Northern to Minneapolis and Duluth. The Hon. Mr. Bulyea and a representative of the Grain Growers' Association of the North-West Territories attended a general meeting of the Exchange on February 19th, when the C. P. R. freight officials announced that they would receive grain for shipment to points east of Fort William, but comparatively little grain was taken out of the country by that route. Early in April members complained to the Exchange that the C. P. R. Company were only accepting shipment of grain for Fort William from certain points, and a communication was forwarded to General Superintendent Leonard stating that it was the desire of the Exchange that shipments for Fort William should be received from all points in the west, but this state of affairs continued for some time, causing great dissatisfaction to the trade.

KING'S ELEVATOR AT PORT ARTHUR.

Having received many complaints from members of the Exchange regarding the excessive charges imposed at King's Elevator, Port Arthur, for storage on rejected wheat, the Council wrote the C. P. R. traffic officials protesting against the charges on rejected wheat made in their Port Arthur elevator, which is operated by King & Co., the charge being one cent per bushel for elevation and fifteen days' storage and one cent for every succeeding fifteen days or any part thereof. A copy of the letter of complaint was also sent direct to Mr. King. The Canadian Pacific Railway officials have not yet given a definite answer to the protest of the Exchange, and Mr. King simply refuses to make any reduction.

The Exchange has complained to the Warehouse Commissioner as follows:—

“The Exchange understands that, as Warehouse Commissioner, you have authority and are charged with the duty of protecting the public against extortionate storage and elevator charges, and claims your protection, asking that you restrain Joseph G. King & Co. from levying on untreated grain double the storage imposed upon treated grain; and, further, the Exchange claims protection in that King & Co. should be restrained from scouring, without the consent of the owner thereof, rejected wheat sent to the elevator.”

There has been a good deal of trouble caused to the trade by King's elevator docking wheat, in the cleaning, to a much greater extent than was required by the grain inspectors, Mr. King practically taking the ground that he was to be the judge as to what dockage was to be cleaned out of any particular car to make it conform to grade, and claiming that

in the case where oats were to be cleaned out of wheat the inspector did not make sufficient allowance for dockage. In strong contrast to this state of affairs at King's elevator was the situation at the Canadian Northern Railway Company elevator, at Port Arthur, where the elevator people were satisfied with the inspector's allowance and no trouble was given to consignees. The Council complained to the C. P. R. officials regarding Mr. King's action in this matter, and a meeting was arranged for in the C. P. R. offices here, Mr. King being present, when the matter was thoroughly discussed with the Chief Grain Inspector and Warehouse Commissioner, but without very satisfactory results, so far as Mr. King's attitude was concerned. Mr. King in December wrote the Exchange stating that there were serious discrepancies between the grain inspectors' estimates and the actual result of cleaning flax at his elevator. Investigation showed that flax consigned to Duluth under the same circumstances as to the inspector's estimates was quite satisfactory to the elevator people at Duluth, and that they found no difficulty in fully cleaning within these estimates. There has been so much trouble in connection with cleaning at King's elevator that it is to be earnestly hoped that the C. P. R. Company will this season provide a proper cleaning building at Fort William, which building has been promised for a long time past.

ACCIDENT AT KING'S ELEVATOR.

On October 21st Mr. J. G. King notified the Exchange that the engines in his cleaning elevator at Port Arthur had been seriously damaged and that until further notice no grain could be received, and on the 24th of October the following letter was received from the C. P. R.:—

CANADIAN PACIFIC RAILWAY COMPANY.

Office of the General Freight Agent,
Winnipeg, 24th October, 1902.

*Mr. C. N. Bell, Esq.,
Secretary Grain Exchange, Winnipeg.*

DEAR SIR,—Will you kindly post the following notice on Grain Exchange:—

“Effective date and until King’s elevator at Port Arthur is in condition to receive, we cannot accept for storage at Fort William ‘C. C. Rejected’ and ‘No Grade’ grain. Any such grain now on cars will be subject to owner’s immediate instructions as to disposal. Until further notice wheat grading ‘Rejected One’ will be taken in at Fort William, subject to prompt shipment from that point.”

Yours truly,

W. B. LANIGAN,
General Freight Agent.

Notice was also given the Exchange that the C.P.R. Company could not receive any shipments of flax seed to either Port Arthur or Fort William, on account of the break-down of the machinery in King’s elevator. As the C. P. R. Company has no machinery or elevator available at Fort William for cleaning rejected wheat, and in this direction depends entirely upon King’s elevator at Port Arthur, very serious inconvenience and loss resulted, as it was not until the 12th November that King’s elevator was again running.

VIOLETIONS OF COMMISSION RULE.

The Council deemed it advisable to appoint a committee to prepare the following letter, which, after approval, was distributed to all members:—

Winnipeg, December 15th, 1902.

“By direction of the Council, I beg to call the attention of members to By-law No. 19, ‘Rules relating to Commissions,’ and to urge upon all members the necessity of their strictly adhering to the requirements of same. Any violation, either of the letter or the spirit, of these rules will necessarily lead to disputes and misunderstanding between the members, and weakens that feeling of goodfellowship and above-board, straightforward competition that should characterize the relations between members of the Exchange.

“It is probable that some members have violated these rules through incorrectly interpreting them. For instance:—

1. Cases have been known of members buying, say, 5,000 bushels of grain from several different sellers and treating this as one purchase of 5,000 bushels from one seller, and charging with a reduced commission. This is entirely wrong, and would be so construed by the Complaint Committee.

2. Cases are known where buyers take individual cars, buying them one by one, but report for them as 5,000 bushel lots and charge the reduced commission. This also is entirely wrong.

3. Some dealers have been in the habit of sending bids out to the country always as for 5,000 bushel lots and accepting tenders of smaller quantities on the same bid. It is quite evident that this is directly contrary to the rule.

4. Special attention is called to Sections 3 and 4 of By-law 19, as complaints have been made of infractions of the terms of these sections.

5. In making bids for wheat on track, any difficulties that may arise from fractions in the calculation of the freight rates can be overcome by making the bids on a Fort William or Port Arthur basis.

“The Council directs me to state that the Exchange is fully determined to have its rules carried out, and will enforce the imposition of the fines laid down for violation thereof as per Section 4 of By-law 19, and the Council, in

the interests of all the members, asks the assistance of each member in the carrying out and enforcing of the By-laws of the Exchange. The Complaint Committee will promptly investigate and deal with any complaint made to them in writing by members."

AUDITORS.

Under the By-laws the Council appointed Messrs. John Love and A. C. Archibald as Auditors of the Exchange accounts.

MEMBERSHIP.

During the year 1902 twenty-two associate memberships and one hundred and four active memberships were taken out. Included in these actives are a number who exchanged from associate membership by paying the difference in the membership entrance fee. Fifteen active seats were transferred during the year. On the 1st January, 1903, two hundred and ten active and twenty-six associate members were on the membership roll.

DEATH OF MEMBER.

The Exchange has suffered by the death of Mr. Thomas B. Baker, an active member of the Association, and one who, as a member of the Council, rendered valuable services to the Exchange. A special meeting of the Exchange was held to pass a resolution expressing the appreciation by the members of Mr. Baker's character and services, and sympathy with his family.

All of which is respectfully submitted.

On behalf of the Council,

CHAS. N. BELL,
Secretary.

Including Port Arthur, Fort William, Keewatin and points
in Manitoba and the Territories, on or
adjacent to lines of rail.

1891	.. .. .	7,628,000	bushels
1892	.. .. .	10,366,800	"
1893	.. .. .	11,467,100	"
1894	.. .. .	11,817,100	"
1895	.. .. .	12,000,000	"
1896	.. .. .	13,873,600	"
1897	.. .. .	14,999,300	"
1898	.. .. .	18,378,500	"
1899	.. .. .	19,958,000	"
1900	.. .. .	20,908,000	"
1901	.. .. .	21,000,000	"
1902	.. .. .	*21,298,000	"
1903	.. .. .	*29,871,400	"

*Actually registered in the office of the Warehouse Commissioner. Two terminal elevators at Fort William to open this month will increase the above figures by 5,000,000.

Flour Mills	*11,000 barrels
Oatmeal Mills	750 barrels

*Estimated from returns.

MANITOBA GRAIN REPORT.

WHEAT.

(INCLUDING FLOUR.)

Crop 1886	4,000,000	bushels
" 1887	10,500,000	"
" 1888	4,000,000	"
" 1889	4,500,000	"
" 1890	11,500,000	"
" 1891	14,000,000	"
" 1892	14,000,000	"
" 1893	12,000,000	"
" 1894	15,000,000	"
" 1895	29,000,000	"
" 1896	14,000,000	"
" 1897	22,000,000	"
" 1898	23,000,000	"
" 1899	30,000,000	"
" 1900	17,000,000	"
" 1901	50,000,000	"
" 1902 (estimated)	55,000,000	"

PERCENTAGE OF GRADES AS PER WINNIPEG INSPECTION.

NAME.	Crop 1889.	Crop 1890.	Crop 1891.	Crop 1892.	Crop 1893.	Crop 1894.	Crop 1895.	Crop 1896.	Crop 1897.	Crop 1898.	Crop 1899.	Crop 1900.	Crop 1901.
No. 1 Hard.....	41 $\frac{1}{4}$	{ 15 $\frac{1}{2}$	23	47 $\frac{1}{2}$	81	77 $\frac{1}{2}$	45	57	65	31 $\frac{1}{4}$	70	8	15
No. 2 Hard.....	29 $\frac{1}{4}$							20	24	6 $\frac{1}{4}$	13	15	*
No. 3 Hard.....	—	26	17	15 $\frac{1}{2}$	4	2 $\frac{1}{2}$	14 $\frac{1}{2}$	8	2	—	5 $\frac{1}{2}$	30	—
No. 1 Northern ...	2 $\frac{1}{2}$	{ 17 $\frac{1}{4}$	5	9 $\frac{1}{2}$	5	8 $\frac{1}{4}$	7	5	3	28	3 $\frac{1}{4}$	{ 2	55
Nos 2 & 3 Northern	12 $\frac{1}{2}$									2	1 $\frac{1}{4}$		40
Nos. 1 & 2 Spring	—	—	—	—	—	11 $\frac{1}{4}$	2	$\frac{1}{2}$	$\frac{1}{4}$	24	—	—	—
Rej'd & No Grade	9 $\frac{3}{4}$	9 $\frac{1}{4}$	15	19	9	10 $\frac{1}{2}$	19	4	5	25 $\frac{1}{4}$	6 $\frac{1}{4}$	45	7
Other Grades	4 $\frac{3}{4}$	32	40	8 $\frac{1}{2}$	1	—	12 $\frac{1}{2}$	5 $\frac{1}{2}$	3 $\frac{3}{4}$	4 $\frac{1}{4}$	1 $\frac{1}{4}$	—	3
	100	100	100	100	100	100	100	100	100	100	100	100	100

* Abolished, 1901.

WHEAT INSPECTED AT WINNIPEG.

Crop 1886	1,362,600	bushels
" 1887	3,878,600	"
" 1888	2,183,350	"
" 1889	2,207,400	"
" 1890	6,630,000	"
" 1891	8,691,800	"
" 1892	7,228,650	"
" 1893	4,811,300	"
" 1894	5,375,500	"
" 1895	9,042,800	"
" 1896	7,753,850	"
" 1897	6,453,000	"
" 1898	7,982,800	"
" 1899	26,258,710	"
" 1900	12,355,380	"
" 1901	45,651,800	"

Balance of wheat went out as flour, or was shipped west to British Columbia or exported to Asia or Australia.

WHEAT—SIX MONTHS' INSPECTION.

Return for six months ending Dec. 31st, each year named, of the inspection at Winnipeg.

GRADE.	PER CENT.									
	1893	1894	1895	1896	1897	1898	1899	1900	1901	1902
Extra Hard }	53	76	31	55	64	35½	72	18½	20	48
No. 1 Hard }	26	3	15	19½	26	9	12½	13¼	*	*—
No. 2 Hard	—	—	—	8	1½	—	4	28¼	—	—
No. 3 Hard	—	—	—	—	—	—	—	—	—	—
No. 1 Northern }	6	8	7	6	3	34	4¼	—	32	31
No. 2 Northern }	—	—	—	—	—	—	—	—	39	11
No. 3 Northern	—	—	—	—	—	—	—	—	7	7
Other Grades	15	13	47	11½	5½	21½	7¼	40	9	3
	100	100	100	100	100	100	100	100	100	100

* No. 2 Hard Grade consolidated with No. 1 Northern in 1901.

Quantity of wheat inspected at Winnipeg of 1902 crop, prior to Dec. 31st, 1902, 23,946,000 bushels.

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**THE WINNIPEG GRAIN
AND PRODUCE EXCHANGE**

**SIXTEENTH
ANNUAL REPORT**

• • Presented to the Annual Meeting Held
February First, Nineteen Hundred and Four

NOV 17 1917

SIXTEENTH ANNUAL REPORT

OF THE

WINNIPEG
GRAIN AND PRODUCE
EXCHANGE

Presented to the Annual Meeting Held
February 1st, 1904

WINNIPEG:
The Manitoba Free Press Company,
A. D. 1904.

WINNIPEG GRAIN AND PRODUCE EXCHANGE

PAST PRESIDENTS:

Hon. D. H. McMillan, 1887-8.

Samuel Spink, 1889.

F. W. Thompson, 1891.

Arthur Atkinson, 1893.

G. R. Crowe, 1895.

N. Bawlf, 1897.

*Jos. Harris, { 1899.

W. L. Parrish, {

Wm. Martin, 1901.

N. Bawlf, 1890.

J. A. Mitchell, 1892.

S. A. McGaw, 1894.

*Stephen Nairn, 1896.

P. Muir, 1898.

W. L. Parrish, { 1900.

Wm. Martin, {

C. A. Young, 1902.

F. Phillipps, 1903.

*Deceased.

1904

PRESIDENT:

A. R. Hargraft.

VICE-PRESIDENT:

Jno. Love.

SECRETARY-TREASURER:

Chas. N. Bell.

COUNCIL:

C. Tilt.

G. R. Crowe.

A. B. Ellis.

C. A. Young.

W. D. McBean.

H. N. Baird.

Thos. Thompson.

W. L. Parrish.

W. A. Black.

W. W. McMillan.

W. H. McWilliams.

ARBITRATION COMMITTEE.

S. Spink.

C. A. Young.

Alex. Reid.

W. J. Bettingen.

S. P. Clark.

Jas. Hodd.

J. C. Gage.

COMMITTEE ON APPEALS:

J. G. McHugh.

F. O. Fowler.

T. L. Morton.

B. McBean.

T. H. Metcalfe.

H. H. Winnearls.

T. H. Hatchard.

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WINNIPEG GRAIN AND PRODUCE EXCHANGE

LIST OF FIRMS AND COMPANIES

List of Firms and Companies registered under Grain Exchange Rules, and which alone are entitled to privileges in the Exchange.

FIRM OR COMPANY.	ADDRESS
Alexander & Law Bros.....	Brandon, Man.
Andrews-Gage Grain Co., Ltd.....	Winnipeg, Man.
Basler & Bridgeman	Hamiota, Man.
Bulloch, T. & Son.....	Winnipeg, Man.
Coffee, Hargraft & Co.....	Winnipeg, Man.
Carruthers & Co., Ltd., Jas.....	Winnipeg, Man.
Canadian Elevator Co., Ltd., The.....	Winnipeg, Man.
Colonial Elevator Co., Ltd.....	Winnipeg, Man.
Crown Grain Co., Ltd., The.....	Winnipeg, Man.
Campbell, McLean & Co.....	Winnipeg, Man.
Dominion Elevator Co., Ltd., The.....	Winnipeg, Man.
Export Elevator Co.....	Winnipeg, Man.
Echo Milling Co., Ltd., The.....	Gladstone, Man.
Farmers Union Elevator Co., Ltd., The.....	Gretna, Man.
Greenshaw & Smith	Hamiota, Man.
Glenwood Ranching Co., Ltd., The.....	Souris, Man.
Hitchcock & McCulloch	Moose Jaw, Assa.
Hodd, Jas.	Winnipeg, Man.
Hope & Pearson	Grandview, Man.
Hall, McNab & Co.....	Winnipeg, Man.
Imperial Elevator Co.....	Winnipeg, Man.

NAME.	ADDRESS.
Buchanan, D. W.....	Winnipeg, Man.
Bulloch, T. C., Miller.....	Melita, Man.
Campbell, A. P.....	Winnipeg, Man.
*Campbell, R. L., Grain.....	Franklin, Man.
*Campbell, K., Grain	Brandon, Man.
Carmichael, A.	Rat Portage, Ont.
Carson, Wm., Calgary Milling Co.....	Calgary, Alta.
Carruthers, G. A., J. Carruthers & Co., Ltd.	Winnipeg, Man.
Cass, E.	Winnipeg, Man.
Castle, C. C., Warehouse Commissioner .	Winnipeg, Man.
Cavanagh, Alex., Grain	Winnipeg, Man.
Chalmers, J. M., Chalmers Bros. & Bethune	Pilot Mound, Man.
Chalmers, R. J.	Manitou, Man.
Chambers, Wm.	Oak Lake, Man.
Champion, H. T., Banker.....	Winnipeg, Man.
Chisholm, A. D.	Griswold, Man.
*Cates, A., Grain	Napinka, Man.
Chapin, F., Grain	Hartney, Man.
Cheyne, J. G.	Melita, Man.
Clark, S. P., Northern Elevator Co.....	Winnipeg, Man.
*Clifford, W., Grain.....	Austin, Man.
*Cochrane, J. W., Grain.....	Glenboro, Man.
Colpman, Frank	Lethbridge, Alta.
Colter, S. S.	Virden, Man.
Coffee, J. L. L., Coffee & Co.....	Montreal, Que.
Coombes, F. J., McConnell & Coombes..	Winnipeg, Man.
Crowe, G. R., Northern Elevator Co....	Winnipeg, Man.
Davidson, J. H., Miller, etc.....	Neepawa, Man.
Dawson, H. G.	Rosthern, Sask.
Drewry, E. L., Brewer.....	Winnipeg, Man.

NAME.	ADDRESS.
Dines, W. W., Grain.....	Winnipeg, Man.
Dirks, Herman	Gretna, Man.
Donald, W. A., Grain.....	Pilot Mound, Man.
Douglas, W. G., Flour and Feed.....	Winnipeg, Man.
*Dow, Geo., Miller	Pilot Mound, Man.
Dunsheath, J. H.	Winnipeg, Man.
Dyer, H. M., Grain.....	Minnedosa, Man.
Ellis, A. B., McLaughlin & Ellis.....	Winnipeg, Man.
Eyres, H. W., C. E. Lewis & Co.....	Winnipeg, Man.
Ewe, G. F., Chamber of Commerce.....	Minneapolis, Minn.
Fenwick, A., Grain	Alexander, Man.
Ferguson, Wm.	Hamiota, Man.
Fleming, Jno., A. McFee & Co.....	Winnipeg, Man.
Fowler, F. O., Sec'y N. W. Grain Deal- ers' Association	Winnipeg, Man.
Gage, J. C.	Winnipeg, Man.
Gage, H. G.	Winnipeg, Man.
Geddes, Jno., Board of Trade.....	Chicago, Ill.
George, Jas. E., Grain.....	Indian Head, Assa.
Gilliland, W. J., Grain.....	Carievale, Assa.
*Glenn, Jos., Grain	Indian Head, Assa.
Glines, G. A., Glines & Co.....	Winnipeg, Man.
Gill, Thos.	Winnipeg, Man.
Godfrey, A. K.....	Winnipeg, Man.
Gordon, J. T., Gordon & Ironsides.....	Winnipeg, Man.
Greenshaw, C. H., Grain.....	Hamiota, Man.
Graves, J. P.	Winnipeg, Man.
Griffin, J. Y.	Winnipeg, Man.
Guy, F. A.	Winnipeg, Man.
Hall, C. E.	Winnipeg, Man.
Hall, H. F., Grain	Crandall, Man.

NAME.	ADDRESS.
Hargraft, A. R., Coffee, Hargraft & Co..	Winnipeg, Man.
Harrington, C. M.	Minneapolis, Minn.
Harrison, Geo., Grain	Holmfild, Man.
Harvey, Jas. G.	Winnipeg, Man.
Hastings, W. A., Estate of.....	Montreal, Que.
Hastings, G. V., Lake of the Woods Milling Co.	Winnipeg, Man.
Hatchard, T. H.	Winnipeg, Man.
Herriot, W., Stead & Herriot.....	Winnipeg, Man.
Hitchcock, A., Grain	Moose Jaw, Assa.
Hodd, Jas., Grain	Winnipeg, Man.
Hope, Wm., Grain	Carberry, Man.
Horn, David, Chief Grain Inspector....	Winnipeg, Man.
Hunter, H. A., Hunter Land Co.....	Minneapolis, Minn.
Hunter, J. F., Hunter & Moore.....	Winnipeg, Man.
Hurt, C. J., Miller.....	Carberry, Man.
*Jackson, F. G., Grain	Lauder, Man.
James, E., McHugh & Christensen.....	Winnipeg, Man.
Johnson, Wm.	Hamiota, Man.
Kelly, T., Contractor	Winnipeg, Man.
Kelly, A., Miller	Brandon, Man.
Kellett, T. H., Grain	Winnipeg, Man.
Knittle, J. W., Miller	Boissevain, Man.
*Knight, R. A., Grain	Hargrave, Man.
Laird, H. W., Grain	Regina, Assa.
Law, Thos., Miller	Brandon, Man.
*Laycock, A., Grain	Foxwarren, Man.
Leistikow, W. C., Imperial Elevator Co..	Winnipeg, Man.
Leitch, A. J., Miller	Oak Lake, Man.
Leitch, A., Miller	Oak Lake, Man.

NAME.	ADDRESS.
*Lennard, W. B., Grain	Russell, Man.
Leslie, N. G., Imperial Bank.....	Winnipeg, Man.
Lewis, C. E., Chamber of Commerce....	Minneapolis, Minn.
Lindsay, W. J., Grain.....	Brandon, Man.
Lines, T. W., Brackman-Ker Mfg. Co....	Strathcona, Alta.
Little, A. E., Grain.....	Morden, Man.
Long, M., Grain, etc.....	Gretna, Man.
Love, Jno., Winnipeg Elevator Co.....	Winnipeg, Man.
Mann, J. E.....	Winnipeg, Man.
March, F. M.	Winnipeg, Man.
March, Geo. K.....	Winnipeg, Man.
Martin, R. D., The R. D. Martin Co.....	Montreal, Que.
Martin, Wm.	Winnipeg, Man.
Marshall, G. A. J. A.....	P. la Prairie, Man.
Matheson, W. A., Lake of the Woods Milling Co.	Winnipeg, Man.
Matheson, T. S., Winnipeg Elevator Co..	Winnipeg, Man.
Matthews, E. C.	Moose Jaw, Assa.
Melady, Jno., L. Coffee & Co.....	Toronto, Ont.
Metcalfe, T. H., Grain Exchange.....	Winnipeg, Man.
Metcalfe, L. M., Grain Exchange.....	Winnipeg, Man.
Metcalfe, H. D.	Montreal, Que.
Metcalfe, T. H., Oatmeal Miller.....	Ptg. la Prairie, Man.
Mitchell, J. A.	Winnipeg, Man.
*Milne, D.	Rapid City, Man.
Milne, P.	Rapid City, Man.
Montgomery, T. J., 143 West Fifth St..	St. Paul, Minn.
Moore, R. F., Hunter & Moore.....	Boissevain, Man.
Morgan, J. G., New York Life Ins. Co..	Winnipeg, Man.
Morton, T. L., Morton & Pearson.....	Winnipeg, Man.
Muir, Robt., R. Muir & Co.....	Winnipeg, Man.
Muir, R. R.	Winnipeg, Man.
Murphy, G. B., Grain.....	Carberry, Man.
MacLean, Jno., Grain	Winnipeg, Man.

NAME.	ADDRESS.
MacMillan, N. T.	Winnipeg, Man.
McBean, H. M., McBean Bros.....	Winnipeg, Man.
McBean, A. R. J., Bruce McBean & Co..	Winnipeg, Man.
McBean, W. D., McBean Bros.....	Winnipeg, Man.
McBean, Bruce, Grain Broker.....	Winnipeg, Man.
McConnell, J. H.	Hamiota, Man.
McCullogh, Geo., Miller.....	Souris, Man.
McCullogh, H. W., Miller.....	Souris, Man.
McFarland, Jno. I., Grain.....	Strathcona, Alta.
McGaw, S. A., Miller.....	Goderich, Ont.
McHugh, J.G., McHugh-Christensen Co.	Winnipeg, Man.
*McKinstry, O. W., Grain.....	Minto, Man.
McKenzie, A. E., Grain.....	Brandon, Man.
McKay, Chas., Grain.....	Morden, Man.
McLaren, F. N., Van Dusen-Harring- ton Co.	Winnipeg, Man.
McLaughlin, H.D., McLaughlin & Ellis..	Winnipeg, Man.
McLean, Jno. A.....	Moose Jaw, Assa.
McLean, Donald, Miller.....	Moose Jaw, Assa.
MacMillan, D. N., Grain.....	Morden, Man.
McMillan, W. W., Dominion Elev. Co..	Winnipeg, Man.
McMillan, D. H., Sir.....	Winnipeg, Man.
McMichael, A.	Winnipeg, Man.
McMurtry, S.	Oxbow, Assa.
McVicar, Jno., Grain.....	Winnipeg, Man.
McWilliams, W. H., Canadian Elev. Co..	Winnipeg, Man.
Nicholson, E., Commission Merchant....	Winnipeg, Man.
Nixon, K., Grain, etc.....	Wapella, Assa.
Noble, R. J., Grain, etc.....	Oxbow, Assa.
Ogilvie, S., Ogilvie Flour Mills Co.....	Montreal, Que.
Olafsen, G., Flour and Feed.....	Winnipeg, Man.
*Orr, Malcolm, Grain.....	Glenboro, Man.
O'Brien, J. D., Watson & Co.....	Winnipeg, Man.
O'Reilly, E., Grain.....	Winnipeg, Man.

NAME.	ADDRESS.
Paterson, H. S., Grain.....	Winnipeg, Man.
Patterson, C. A., Bank of Hamilton.....	Winnipeg, Man.
Passmore, W., The Anchor Grain Co....	Minneapolis, Minn.
Patton, F. L., Dominion Bank.....	Winnipeg, Man.
*Parr, J. E., Grain.....	Crystal City, Man.
Parrish, W. L., Grain.....	Winnipeg, Man.
Pearson, H. J., Morton & Pearson.....	Winnipeg, Man.
*Peters, F. D., Grain.....	Whitewater, Man.
Phillipps, F., Dominion Elevator Co....	Winnipeg, Man.
Pinney, W. J., Miller.....	Wilmar, Minn.
Piper, G. F., Grain.....	Minneapolis, Minn.
Flewes, David, Jr.....	Toronto, Ont.
Randall, R., Grain.....	Shoal Lake, Man.
Reid, Alex., Western Elevator Co.....	Winnipeg, Man.
Richardson, R. D., Richardson & Co. (Inc.).....	Chicago, Ill.
Rimer, F. W., Kilgour & Rimer.....	Winnipeg, Man.
Ritchie, Robt., Edmonton Milling Co....	Edmonton, Alta.
Roblin, R. P., Hon.....	Winnipeg, Man.
Rogers, R., Hon.....	Winnipeg, Man.
Ross, I. M.	Winnipeg, Man.
Ruttan, A. C., E. O'Reilly.....	Winnipeg, Man.
Sanders, Jas., Grain.....	Whitewood, Assa.
Sanderson, Jas., Grain.....	Holland, Man.
Scott, S., Grain.....	Lauder, Man.
Scott, Robt., Grain.....	Shoal Lake, Man.
*Scott, R. H., Grain.....	Methven, Man.
*Scott, Jno. A., Grain.....	Hartney, Man.
Scott, H. R., Crown Grain Co.....	Winnipeg, Man.
*Schellenberg, D., Grain.....	Gretna, Man.
Schwartz, Jno., Grain.....	Altona, Man.
*Setter, A., Grain.....	Russell, Man.
Sharpe, J., Grain.....	Moosomin, Assa.
Sharples, Jno.	Calgary, Alta.
Simpson, F. G., Ogilvie Flour Mills Co..	Winnipeg, Man.

NAME.	ADDRESS.
Soot, H. R., North Star Grain Co.....	Winnipeg, Man.
Spink, J. P., S. Spink.....	Winnipeg, Man.
Spink, S., Grain.....	Winnipeg, Man.
Smith, C. C., Grain.....	Carnduff, Assa.
Smith, S. T.	Winnipeg, Man.
Sprague, D. E.	Winnipeg, Man.
Steele, C. H., H. B. Co. Mill.....	Winnipeg, Man.
Stead, Wm., Stead & Herriots.....	Winnipeg, Man.
Stewart, Roderick	Winnipeg, Man.
Thompson, R.M., Thompson, Sons & Co.	Winnipeg, Man.
Thompson, Jos., Colony St.....	Winnipeg, Man.
Thompson, F. W., Ogilvie Mills Co....	Montreal, Que.
Thompson, Thos., Thompson, Sons & Co.	Winnipeg, Man.
Thompson, T. G., Thompson, Sons & Co.	Winnipeg, Man.
Thomson, E., Assistant Warehouse Com- missioner	Winnipeg, Man.
Thorburn, W. C., Grain.....	Broadview, Assa.
Tilt, C., Jas. Carruthers & Co., Ltd....	Winnipeg, Man.
Turner, C. C.	Minneapolis, Minn.
Wagner, D. R., Corn Exchange.....	Minneapolis, Minn.
Wagner, A., Corn Exchange.....	Minneapolis, Minn.
*Wake, Jno., Grain.....	Minnedosa, Man.
Watson, H. P., Chamber of Commerce..	Minneapolis, Minn.
Wheeler, C. E., C. E. Lewis & Co.....	Fargo, N. D.
Whitla, R. J.	Winnipeg, Man.
*Whitworth, H. R., Grain, etc.....	Morris, Man.
Wickson, Walter, Grain, etc.....	Carman, Man.
Wickson, A., Merchants Bank.....	Winnipeg, Man.
Wilson, Wm., Grain.....	Indian Head, Assa.
Winearls, H. H., Grain Broker.....	Winnipeg, Man.
Wiseman, R. B.	Winnipeg, Man.
Wood, F. B.	St. Paul, Minn.
Woods, D. R., Woods Bros.....	Somerset, Man.
Young, C. A., A. McFee & Co.....	Winnipeg, Man.

* Where asterisk appears against name it denotes Associate Member.

PRESIDENT'S ADDRESS

The Members The Winnipeg Grain and Produce Exchange.

GENTLEMEN: It is with the greatest pleasure that I look back at the past year as one of progress for the Grain Exchange and its members. Whilst there has not been anything startling new the year has not gone without some matters of importance being brought before you, and I wish to thank the members of the Council for the large amount of their time given to the Exchange during the busiest season of the year, and I hope the members will give the incoming President and Council their best help and support towards the carrying out of all the rules of the Exchange.

In the early part of last year your market quotation service was curtailed owing to a rule of the Chicago Board of Trade prohibiting the posting of continuous quotations in any other place than the office of a member of the Chicago Board of Trade, and consequently we had to be satisfied with a quotation posted every 15 minutes. This was a step backward, but was unavoidable, as the Exchange was not in a position to bear the expense of a continuous service.

In the matter of Inspection an attempt was made by the Montreal Corn Exchange Association to again open the door for eastern inspection of Manitoba grain, and I am glad to say this was defeated. In my opinion it would have been unwise, in the extreme, to make any alteration in this respect, as it is a matter of great importance, in the interest of this Exchange, to have the final inspection at the nearest vessel shipping point.

The date of the opening of navigation was officially dealt with for the first time, and an effort was made to obtain a better weather report service, with partial success. This might very well be improved on this coming year, more particularly during the summer months.

This past year has seen the listing of Manitoba grain as being deliverable in London as proper delivery against London option trades, and it has been proposed to permit the delivery of Manitoba wheat in the New York market against option trades in that market, with some provision of having to give three days' notice that export grain will be delivered; all of which shows very clearly that our wheat is making a position for itself in the world's markets, a circumstance, I think, largely due to the permanency of our standards, instead of the old system of making new standards every year.

In the matter of telegraph service, whilst an attempt was made to get the Telegraph Companies to establish offices in the Exchange Building, I am sorry to say it did not meet with the success it deserved; however, we are better off than we were last year, because we have the service of the Canadian Northern Railway Telegraph Company in this Building, and we must look upon that as being the first step towards the other Companies seeing the advisability of meeting our wishes.

The matter of Fire Insurance on grain at terminals was perhaps the most important that has occurred, so far as the members of the Grain Exchange are concerned, during the past year, and whilst I consider the charges now made at the terminals too high, and higher than they need be, still I am of the opinion the trade is better off than it was before the new order of things came into effect. I think, however, this Exchange owes it to itself to request that changes of any kind affecting the grain trade, proposed to be made by the railways, shall be laid before the Council and discussion permitted as to their fairness and also to time to go into effect. In the past the railway companies have very unwisely adopted an arbitrary course or one of complete indifference, and I am quite sure it

would be much better all round if a little more consideration were shown by the railways to the wishes of the Exchange. The matters I have more particularly in my mind are, first, the change in rates at terminals, and secondly, the condition attached to the loading of cars. In both of these cases the Exchange could easily have been advised previous to the changes going into effect, but for some reason it was not considered necessary by the railway companies.

A strong effort has been made to enforce the Commission Rules amongst members. A large number of cases have been brought before the Council, and I regret to say the general all round support of the members has not been as full and complete as it ought to have been. There is a tendency amongst some to study how close they can go without breaking the rule, whereas, if this rule were looked at properly, a member should feel that it is in his own interest to see that the rule is carried out, both in letter and in spirit, as any advantage gained over fellow members is small and can only be of a temporary nature. We must all recognize that business has to be done pretty much on one level, and whether that level shall be a reasonably liveable one, or one of a cut-throat kind, rests with the members of the Grain Exchange in rigidly carrying out their own rules relating to Commission.

The yearly recurring question of transportation, whilst not brought before you this past season as part of the business of the Exchange, has nevertheless been a matter of complaint from several parts of the Province and Territories. I am of the opinion there would have been little congestion, if any, if the disposition of the rolling stock of the railway companies had not been regulated by a Dominion Act. The principle of legally preventing a shipper having a very large quantity of grain to ship, from obtaining the necessary rolling stock until such time as all the small quantity owners have had their requirements supplied in full, is manifestly most unfair to the trade, and is a restriction on the business of the members of the Grain Exchange which should not exist, and also which un-

doubtedly was the cause of making congestion worse congested.

The financial condition of the Exchange is at the highest point in its history, and I see no reason why this satisfactory state of affairs should not continue and improve as time goes on.

In retiring from the honorable position of President I wish to thank you for having assisted in every way to make my term of office a pleasant one, and I hope the incoming President and Council will meet with your hearty support.

Gentlemen, I wish you one and all a happy and most prosperous New Year.

F. PHILLIPPS,
President.



REPORT OF COUNCIL

WINNIPEG, JANUARY 13TH, 1904.

To the Members of the Winnipeg Grain and Produce Exchange.

GENTLEMEN: Your Council beg to present their Sixteenth Annual Report.

COMMITTEE ON APPLICATIONS FOR MEMBERSHIP.

Under the provisions of the Exchange By-laws, the following were elected by the Council as a Committee to enquire into the character and standing of applicants for membership in the Exchange, viz.:

Messrs. John Love, C. Tilt, and Robert Muir.

COMMITTEE OF INVESTIGATION OF ALLEGED VIOLATION OF RULES.

The Council, at its first meeting held on January 15th, 1903, under By-law 19, Section 9, appointed Messrs. C. A. Young, Jos. Hodd and Thos. Thompson as a Committee to investigate any charges of alleged violation of the Exchange Rules, and this Committee has acted as occasion required.

MEMBERSHIP.

The membership roll now shows 230 Active Members, and 22 Associate Members, and the number of new memberships purchased from the Exchange during the year was 20.

TRANSFER OF SEATS.

During the year 1903 twenty-five transfers of seats on the

Exchange were made and properly registered in the book kept for that purpose.

NEW FURNISHINGS.

The Council in response to a request from members, completely refurnished the Market Room of the Exchange, adding much to the comfort of the members and to the appearance of the Trading Room.

BANK ACCOUNT.

Instead of, as heretofore, carrying all the deposit accounts of the Exchange in one bank, the Council now keeps a special account with the Imperial Bank of Canada, and the general account with the Grain Exchange Branch of the Bank of Hamilton.

THE BUILDING SITE.

The Council at its meeting held on the 15th January, 1903, appointed a Committee to attend to all detail matters in connection with the building site property purchased by the Exchange in the previous year, and the Committee have been enabled to consolidate the property into one block, and pay off all but two of the several small mortgages which encumbered the lots. It is satisfactory to report that the property has advanced in value since the purchase was made, and represents an excellent investment for the Exchange. The revenue from rentals of the buildings now upon the ground pays the taxes, and, to a considerable extent, interest on the money invested, hence the carrying of the property, until the Exchange will be in a position to erect a building, will not prove burdensome.

LIST OF "REGULAR" ELEVATORS.

As required by Rule 2 of By-law 17, the Council, by resolution, declared the following elevators "regular," viz.: Canadian Pacific Railway Company's elevators A, B, C, D, and E, Fort William; Canadian Northern Railway Company's elevator and annex, Port Arthur; King's elevator and annex, Port Arthur.

REGISTRATION OF FIRMS.

A large number of applications have been made to the Council for the registration of firms and companies, one or more of whose representatives are members of the Exchange. The attention of members is particularly drawn to the fact that no unregistered firm or company is entitled to any benefit or privilege conferred on a member or officer by his personal connection with the Exchange, and that there can be no good reason why any member of the Exchange should not secure the registration of any firm or company to which he belongs. The list of all the firms and companies registered under our rules will be printed with the Annual Report, and members should closely scrutinize this list.

ARBITRATIONS.

A number of cases for Arbitration have been dealt with during the year, and all, with one exception, were voluntarily submitted to arbitrators nominated by the disputants. Decisions have been accepted as final and promptly used as a basis of settlement, and in no case has an appeal been made to the Committee of Appeals.

OPENING OF NAVIGATION.

From information secured from officials at Fort William and Port Arthur, the Council recommended to the Exchange that the exact date (under the definition required in Rule 14 of By-law 18) of the opening of navigation should be settled on as the 22nd April, 1903, and this date was accepted by the trade generally.

AMENDMENT TO CHARTER.

At the last session of the Manitoba Legislature an amendment to our Act of Incorporation was secured, which reads as follows:

“Section 6 of the Act of Incorporation of The Winnipeg Grain and Produce Exchange, being chap-

ter 31 of 54 Victoria (1891), is hereby amended by striking out the words 'residents of Canada' where the same occur therein; and it is hereby declared that the said section shall be read and construed as if the same had been so originally enacted."

For some unknown reason the original charter prohibited the Exchange from electing to membership persons not "residents of Canada" and the above amendment strikes out these words.

ADJUSTMENT PRICE ON PROVISIONAL DELIVERIES.

A General Meeting of the Exchange, held 23rd December, 1903, endorsed the following recommendation made by the Council, viz.:

"The adoption, in practice, of the terms of an award recently given by an Arbitration Board that on provisional deliveries the price on the over-plus or under-delivery shall be that of the day on which the last delivery under the contract was made."

LABOR STRIKES AT MONTREAL.

On May the 6th the Canadian Pacific Railway Company notified the Exchange "That owing to labor trouble with long-shoremen and teamsters at Montreal until further notice traffic either export or domestic will only be accepted for Montreal at owner's risk, delay and delivery to consignees or steamers." On the 11th May the Company cancelled this notice.

DOMINION BOARD OF TRADE.

In March last an invitation was received to send representatives to a meeting of the Dominion Board of Trade to be held in Ottawa, and the Council favored its acceptance, but later on notice reached the Exchange that the meeting was postponed indefinitely.

INTEREST ON FREIGHT CHARGES.

The railroads ceased charging interest on freight charges.

on grain stored in Terminal Elevators at Fort William and Port Arthur, on the 19th April last.

INSPECTION FEES AND TONNAGE DUES.

At a meeting of the Council held on the 17th March, 1903, the following resolution, advanced by the Kingston Board of Trade, was unanimously adopted, viz.:

“RESOLVED: That this Exchange is of the opinion that the laws of the Dominion of Canada should be so amended as to provide for—

First. The abrogation of inspection fees and tonnage dues in Canada, which will relieve Canadian owners from payment both in Canada and the United States.

Second. Reciprocity of inspection with the United States by which the Canadian inspection certificate will be held to be sufficient in United States ports, and *vice versa*, so that the need of double inspection will be obviated.”

The contention enunciated in the above resolution was submitted to the Dominion Government by a large number of representatives of boards of trade and vessel owners, with a favorable result.

DUPLICATION OF NAMES OF POST OFFICES.

The Ottawa Board of Trade, under date of April 2nd, 1903, wrote the Exchange asking for co-operation in urging upon the Post Office Department the advisability and necessity of the Department taking steps to prevent the duplicating of names of post offices in Canada. The Council heartily endorsed the suggestion, and wrote the Postmaster General to that effect, and it is understood that the Department will do all in its power to prevent duplication of post office names.

INVISIBLE SUPPLY OF GRAIN.

It having been drawn to the attention of the Council that

Fort William and Port Arthur stocks of grain in store were being dropped from the statement of United States and Canadian visible supply, the following telegram was sent to the Chicago Board of Trade:

Winnipeg, 29th April, 1903.

The Secretary,

Board of Trade, Chicago.

Reported that Fort William and Port Arthur stocks to be dropped from visible for supposed unreliability. Regular returns, under sworn statements required by law, are available for above stocks.

and the following reply was received:

Chicago, April 29, 1903.

MR. C. N. BELL, *Secretary,*

Winnipeg Grain Exchange,
Winnipeg, Man.

DEAR SIR: I am in receipt of your telegram, for which I thank you, with reference to Fort William and Port Arthur stocks of wheat. The same will have the attention of the appropriate committee of the Board.

The objections which were urged against continuing the statement of these stocks in the visible supply were, that the wheat shipped from those points could not be made available in the United States markets, any more, for instance, than could the wheat in Argentina, and that it leads to more or less confusion by including these stocks in the visible supply statement. We should be glad, of course, and should have advices of the quantity of wheat in store at those points, as they are, I need not say, prominent and influential grain centers. We should post these stocks upon the bulletin board for the information of the trade, in the same way that the markets of other great grain centers in different parts of the world are posted. It was also remarked that when the grain passed through the United States, it passed through in bond, as the duty is absolutely prohibitive against

using it in our own markets, and when large shipments as are frequently made when navigation is opened on the lakes it would very materially augment the quantity of wheat on the lakes and that is misleading to our own markets.

In short, it was considered that it would be much better for all parties concerned and be a much more intelligible statement, not to put it in the visible supply, but to state, as I have already remarked, as an independent piece of information, giving stocks of wheat at those points. I am aware that if these stocks are not included in the statement, more or less of it, perhaps, the greater portion of it, will be included in the stocks of wheat at Buffalo, but the answer to this is that information can be obtained designating the quantity in store at Buffalo that is in bond, and if that information were imparted, the public, it is argued, would have a more accurate knowledge of the actual available visible supply of wheat than under the present statement.

Very truly yours,

GEO. F. STONE,
Secretary.

The Council took no further action in connection with this matter.

BY-LAWS AMENDED 1903.

The following amendments and additions to the By-laws were made during the past year:—

Winnipeg, 1st April, 1903.

“That the By-laws, Rules and Regulations of this Exchange be amended by adding the following to By-law 19, as a new section No. 3B, viz.:

‘All offers made for the purchase of grain on track at country points for immediate or prompt shipment, or on a date of shipment, which gives the seller the option of immediate shipment must be based on the current market value of grain in store at Fort William elevators for immediate delivery on the same day such offers are made.’

Winnipeg, 15th April, 1903.

“That Section 1 of By-law 3 of the By-laws, Rules and Regulations of this Exchange be amended as follows:

‘By striking out the words “Five Hundred Dollars (\$500), provided that on and after the second day of October, 1902, the membership fee shall be One Thousand Dollars (\$1,000),” and inserting therefor the words “One Thousand Dollars (\$1,000), provided that on and after the 30th day of April, 1903, the membership fee shall be Fifteen Hundred Dollars (\$1,500).”

Winnipeg, 23rd September, 1903.

“That Section 8 of By-law 9 be amended by the addition of the following:

‘If the Council when fixing the contract grades of grain shall allow, on the delivery of contracts, any grade having a value carrying a premium or discount, over or under the value of the contract grade, than any dispute as to the difference in value between such deliverable grades shall be determined in the same manner and by the same Committee as provided for in Rule 9 of By-law 17, but the total fee in such case shall not exceed six dollars (\$6).’

Winnipeg, 23rd September, 1903.

“That Section 12 of By-law 18 be amended by striking out the following words at the close of such section, viz.:

‘And provided further that regular warehouse receipts must be used for delivering what is known as regular contract grain.’

Winnipeg, 11th November, 1903.

“By-law 19, Section 4, be amended by striking out all the words after the word ‘less,’ on the 32nd line on page 36 of the printed By-laws, and substituting therefor the following:

‘more than five hundred dollars, according to the discretion of the Council, and for the second or any subsequent offence shall pay a fine of not more than

one thousand dollars, according to the discretion of the Council, and a failure to pay any fine on written demand of the Secretary shall constitute a violation of the By-laws of the Exchange, and subject such member to all the penalties and disabilities incident to such a violation; and in addition to such fines for such first or subsequent offence the Council may, by a majority vote of the members present, censure or suspend such member; and for a third, or any subsequent offence, the Council may recommend to the Exchange for expulsion such member, provided, that the Council may in its discretion, by a majority vote of the members present for such first or second offence recommend for expulsion the said member, in which event he shall not be liable to the payment of any fine.' "

TELEGRAPH SERVICE AND RATES.

For some years past the grain trade have considered that the telegraph tolls on grain business into and out of Winnipeg were excessive. The members of the Exchange have also had reason to complain of the ineffective service given them. These matters have been before the Council on several occasions, and learning of the presence in the city of the Manager of Canadian Pacific Telegraphs the Council sent to him the following letter, which, however, only reached him through Mr. Jenkins, the General Superintendent, on the day he left for Montreal:

Winnipeg, 7th August, 1903.

B. S. JENKINS, Esq.,
Gen'l Supt. C.P.R. Telegraph Co.,
City.

DEAR SIR: I am directed by the Council of this Exchange to address you on the following matters:

First. The members of the Exchange are quite dissatisfied with the present service to eastern points, and the Exchange asks that you establish an office in the Exchange Building from which the operator will be able to communicate and receive messages direct to and from eastern points.

Second. While the Exchange at this time does not go into the very unsatisfactory local grain message service during the heavy grain shipping season, it does ask for a better and more reliable delivery of messages between the Exchange Building and your city offices. The experience of many of our members has convinced them that messages are frequently delayed and in cases lost, causing inconvenience, confusion and loss to them in the conduct of their business.

Third. Durings years past the Exchange has asked for a reduction in the telegraph charges, especially those imposed between Winnipeg and Fort William and Port Arthur, and the Exchange has been informed by your Company that the volume of business was not sufficient to justify lower tolls. The Exchange respectfully submit that the volume of business, resulting from the handling, say last year of 50,000,000 of bushels of grain, will now more than justify the Company in reducing the rate on messages to the Lake to not exceeding 25 cents for a ten word message. It is well within the knowledge of the members of this Exchange that the volume of business offered has of late been more than your Company was in a position to properly handle, and consequently we have every reason to expect that your Company will admit that the volume of business is now of such proportion that the grain trade have every right to expect their business to be done on the basis above referred to.

Fourth. The Exchange requests that a fair and equitable reduction be made in the telegraph tolls for local grain business west of Winnipeg.

As the Exchange is informed that the Manager of your Company is at present inspecting the affairs of the Company in Manitoba, our Council would respectfully urge that their request as above made be considered by him while here.

Yours truly,

C. N. BELL,

Secretary.

Under instruction of the Council the delegates to the Congress Meeting in Montreal waited on Manager Kent and talked over the subject matter of the above letter with him, and that official gave the delegation to understand that he quite agreed that the time had arrived when they should have an office in the Grain Exchange Building, having direct communication with Fort William and Montreal, and over which also messages addressed to Toronto and New York could be dispatched, and he seemed quite willing that such office should be established. Regarding the request for reduced rates on grain business, Mr. Kent stated that he had not yet had an opportunity to go into the matter of rates, but would do so at an early date, and give the Exchange his decision.

On the return of the delegation from Montreal the following letter was received from the General Superintendent:

Winnipeg, 27th August, 1903.

C. N. BELL, Esq.,

Sec'y Winnipeg Grain Exchange, City.

DEAR SIR: Your letter of the 7th August, which was duly acknowledged, I am now advised by the Manager of Telegraphs that a deputation from your body waited upon him recently at Montreal, when the various matters mentioned in your letter were discussed. Mr. Kent instructs me that he agreed to open an office in the Grain Exchange on the understanding that we would be given the necessary office space, either on the floor of the Exchange or in some other part of the building suitable to all concerned, without charge, as is customary elsewhere.

I will be pleased to make this arrangement work as soon as you advise me that the necessary space is available.

Yours truly,

B. S. JENKINS,

General Superintendent.

General Superintendent Jenkins attended a meeting of the Council, held on the 27th August, and discussed with the Coun-

cil the matter of opening an office in the Exchange Building, and stated that the condition of opening such was that the Exchange would give the Company office room free of charge. The Council took the position that as the Canadian Northern Telegraph Company had already taken an office in the Building at their own cost and made no claim for free rental, and as the Exchange were not the landlord of the building, the condition demanded by the Canadian Pacific Telegraph Company was unreasonable in view of the immense volume of business given them by the members of the Exchange, and no action has since been taken by the Council.

Manager Kent has not yet made any reply to the Exchange's request regarding a reduction in the excessive tolls on telegraph business connected with the grain trade between Winnipeg and Fort William and elsewhere. The Council formally protested to General Superintendent Jenkins and Manager Kent against these excessive charges, and here give one example showing how high the rates are. A member of the Exchange can send a message of ten words for 50 cents to Chicago, and the Canadian Pacific Telegraph Company charge the same amount for a message to Fort William.

The Council recommend that their successors should again take up and press this matter.

CONTRACT GRADES.

Under Section 8 of By-law 19, as amended on the 24th September, 1903, the Council fixed the Contract Grades of grain for the crop of 1903 as follows:

“RESOLVED: That No. 1 Northern be the Contract Grade of wheat; provided, that either No. 1 Hard, and, or, No. 2 Northern, shall be deliverable on the whole or part of any contract at the differences in prices of such grades, and the grade of No. 1 Northern, current on the day of delivery. Any dispute arising between buyer and seller as to the current differences in price of the several grades shall be determined as by By-law provided;

Provided also, that the Council may cancel the provision for the delivery of grades other than No. 1 Northern, on giving thirty days' notice, by posting on the Bulletin Board of the Exchange, of its intention to do so, but all contracts made previous to such cancellation shall remain in full force."

LONDON (ENG.) CLEARING HOUSE.

The Secretary of the London Produce Clearing House, in forwarding to a member of this Exchange the following recommendation from his Grain Brokers' Committee, viz.:

"That No. 1 Northern Manitoba (Dominion Inspection) of crop 1902, should be included as tenderable wheat for dealings in all months after June, 1903.

Also that should satisfactory assurances be obtainable from the Dominion Government as to inspection, the inclusion of the grade of No. 1 Northern Manitoba (Dominion Inspection) should become permanent,"

wrote as follows: "If your friends in Canada will use their influence with the authorities in obtaining for us a positive assurance that frosted wheat will not be admitted into this grade (No. 1 Northern) we think it may lead to a considerable extension in business of Canadian wheat."

On the 17th June, 1903, the matter was considered by the Board of Directors of the London Clearing House, and the regulations for future delivery business in wheat was altered to read as follows:

" 'American wheat' shall consist of No. 1 Northern Spring, Duluth Certificate; or No. 1 Hard Spring, official Seaboard or Western Certificate; No. 1 Hard Manitoba with Certificate of the Inspection District of Manitoba; or No. 1 Northern Manitoba with Certificate of the Inspection District of Manitoba,"

the amendment to take effect on the 1st September, 1903. It is significant to note that the circular letter from the London

Clearing House informing the Trade of the new regulation contains the following: "We beg to state that assurances as to inspection have been received from the Dominion Government, which have been satisfactory to the Trade." It is also worthy of note that no Canadian certificate for Manitoba wheat will be recognized, in deliveries through the Clearing House, except those of the Manitoba Inspection District, which without doubt is due to the representations made by this Exchange when the Montreal Corn Exchange petitioned the Government to allow of the inspecting and grading at that port of Manitoba wheat, irrespective of the original inspection.

INTEREST ON FREIGHT CHARGES.

At a meeting held on the 13th October, 1903, after a discussion of the subject, the following resolution was passed:

"RESOLVED: That in the opinion of this Council, in all cases where grain is delivered 'in store' Fort William and Port Arthur, the seller shall allow to the buyer interest on the railway freight charges on such grain from the date of the warehousing of the grain until the date of the delivery."

On the posting of this resolution on the Bulletin Board, the members, so far as is known, concurred in the view taken by the Council and conformed to the practice, with the result that it has now become "a custom of the trade."

TRANSFER FROM KING'S ELEVATOR.

Early in November the Council took up with the Canadian Pacific Railway traffic officials the matter of the broken storage terms on grain transferred from King's Elevator, Port Arthur, to the C.P.R. Elevators at Fort William, as both King and the Company were charging full terms of storage on grain that was held at King's for but a few days. The matter was discussed with the Assistant Freight Traffic Manager and the General Freight Agent at a meeting held on the 18th November, and the result is given in the letter below:

Winnipeg, 21st November, 1903.

MR. C. N. BELL,
Secretary Grain Exchange,
Winnipeg, Man.

DEAR SIR: Confirming the understanding reached at a meeting with Council of your Board, on the 18th, in regard to storage and handling charges on grain, which had been treated at King's elevator, Port Arthur, and turned into this Company's elevators at Fort William.

Such grain which is shipped out of our Fort William elevators within a period of 15 days from the date taken into King's elevator, will be subject to a charge of 1 cent per bushel for the double storage and handling in both elevators, in addition to the usual switching charge of \$2.00 per car Port Arthur to Fort William.

Should this wheat remain in our Fort William elevators beyond a period of 15 days from date taken into King's, it will be subject to a total charge of 1 1-4c per bushel, which will cover storage up to 45 days from the date taken into King's, after which date it will be subject to our usual storage and handling charges.

Yours truly,

F. W. PETERS,
Ass't. Freight Traffic Manager.

The whole question of the legal right of J. G. King & Co. to impose on grain sent to them for treatment the present excessive charges and unreasonable exactions, is now under consideration by the Council and the Solicitor of the Exchange, as the whole trade resent the arbitrary methods pursued in connection with the handling of grain sent to King's elevator for treatment.

GRAIN GROWERS' CONVENTION.

In March last the Exchange received an invitation from Mr. W. R. Motherwell, President of the Territorial Grain

Growers' Association, to send representatives to a meeting at Brandon, which would include delegates from the Territorial and Manitoba Grain Growers' Associations and railway officials, with the object of discussing the many questions involved in the Manitoba Grain Act amendments then proposed by various interests, the invitations stating that some solution might be arrived at that would be fair and equitable to all, and that a law arrived at in this way would be more likely to be respected and enforced by the parties interested, than if forced through Parliament on the "might is right" principle.

The Exchange immediately agreed to participate in such a meeting, and appointed five delegates (including an elevator owner, exporter, commission merchant and two millers) to attend, but some time afterwards Mr. Motherwell wrote that he regretted that the proposed conference would have to be deferred indefinitely, as the Grain Growers' Association of Manitoba had not responded. It is much to be regretted that the parties concerned would not even agree to meet and discuss the various difficult points of the situation.

PROPOSED CHANGE IN GRAIN SCHEDULE.

The following letter was sent in reply to a request from the Territorial Grain Growers' Association for an expression of opinion from the Exchange, as to the advisability of lowering the standard grades of wheat to correspond with those of Duluth:

Winnipeg, 30th November, 1903.

W. R. MOTHERWELL, Esq.,

Pres. Territorial Grain Growers' Ass'n,

Abernethy, Assa.

DEAR SIR: I duly received your letter of the 13th inst., asking for an expression of opinion from the Exchange as to the advisability of lowering the standard of Manitoba grades of wheat to correspond with that of Duluth and duly submitted the letter to a meeting of the Exchange.

I am directed to reply that this Exchange is positively opposed to any alteration in the present schedule of grades of Manitoba wheat for the following reasons:

First. The schedule was passed by Parliament on the approval of Western members, and on the recommendation of the Western Grain Standards Board. The high percentage in No. 1 Hard, for instance, was opposed at the time of enactment by this Exchange, but the Exchange was overruled on the representation of Members and Senators from the Northwest Territories, who demanded a high percentage on the grounds that under no other circumstance would the wheat introduced in the Territories receive its just due.

Second. These standards were settled on in response to the unanimous demand of the grain producers, dealers, millers and exporters that permanent standards should be enacted, that inspectors should grade upon a permanent schedule, and that the grade should not vary from year to year, and the Exchange has, within the past few months, received positive statements from the Corn Exchanges of Great Britain that Manitoba grain is being graded regularly and evenly from year to year, and that they deprecate any change in the Inspection Act. I am to say that these statements are open for your perusal.

Third. It may not be known to you, but is only too well known to the Exchange, that it has taken some two or three years to establish the fact and convince British importers that Manitoba grain is properly and regularly graded, and especially as to just what kind of wheat is afforded on sales to them of any particular grade, and the Exchange is satisfied that having established these facts to the satisfaction of British importers that it would be folly in the interests of both producer and dealer, to announce a new set of grades calling for a lower class of wheat and have to educate the British importers all over again. It is apparent at once if such a change were made, for some time thereafter British importers would be very suspicious and would take care to base their offers on the having to take poorer grain, and you may be assured they would even discount the

actual value until the milling value had been definitely ascertained. All this would mean lower prices to the western farmer. As will be seen by any of the British trade papers Manitoba wheat carries a premium over Duluth for the same grade. While the Minnesota grade of No. 1 Hard calls for "mostly Red Fife wheat" that does not mean that the standard samples each year only carry 50 per cent., on the contrary any one who takes the trouble to enquire will find that in most years the percentage is considerably above 50 per cent.

Yours truly,

F. PHILLIPPS,

President."

IMPROVED WEATHER REPORT SERVICE.

Early last year the Council entered into correspondence with the Director of the Meteorological Service of Canada, the Minister of Marine and Fisheries, and Members of Parliament from Manitoba in connection with the Exchange's request for a much improved weather report service for Manitoba and the Territories, especially during the grain growing and harvesting season. An Inspector of the Meteorological Service was sent to Winnipeg and discussed the matter very fully with the Secretary, and as a result a very much needed extension of the service was authorized by the Minister and inaugurated by the Director, a service which has been very satisfactory to the general public as well as to the grain trade. While the number of reporting stations has been considerably reduced during the winter, the Exchange has been assured that a full service will be again given next summer, and our best thanks are due to Mr. R. F. Stupart, Director of the Meteorological Service, for his active interest in the service and his prompt response to our requests.

GRAND TRUNK AND PACIFIC TERMINUS.

Early in September a deputation from the Fort William Board of Trade came to Winnipeg, and by appointment ad-

dressed the Council on the subject of the proposed terminus of the Grand Trunk and Pacific Railway at Lake Superior, and the delegates emphatically pointed out the advantage of Fort William for such terminus. The Council passed the following resolution, and forwarded a copy to the General Manager of the Grand Trunk and Pacific Railway Company at Montreal:

“That without in any way attempting to suggest to the Grand Trunk and Pacific Railway Company where the terminus of such road should be located on Lake Superior, this Exchange desires to state that it will be in the interests of all grain shippers to have the storage for such grain as may be hauled to the lake front by the Grand Trunk and Pacific Railway Company established in as close proximity to the elevators already there as can conveniently be arranged.”

EXPORT GRADES.

The Council in November was advised by the Canadian Pacific Railway Company (for the Trunk Line Association, New York) that only a certain number of grades of grain to be exported from Canada would be received at New York, Philadelphia or Baltimore, and that such grain would be received at the frontier junction point only when each car was accompanied by a proper certificate from the duly appointed Inspector at the point of shipment, or at the frontier, showing it to be one of the list of specified grades; and the Council being asked to designate eight grades for Manitoba grain, decided on the following, viz., Nos. 1 Hard, 1, 2, and 3 Northern wheat, two commercial grades of wheat (to be determined later), Nos. 2 oats white and 3 oats white.

CUSTOMS OFFICERS PAY FOR OVER TIME.

In March, 1903, the Council endorsed the following resolution, which had been passed by the Winnipeg Board of Trade, viz.:

“RESOLVED: That such amendments in the

regulations of the Customs Departments should be made as will give relief by providing Customs Officers at all Canadian ports at all hours, free of any cost other than that which may be borne by the public revenue."

The Council endorsed this resolution believing that on principle the Government should pay their own officials for work performed for the Government and in the direction of protecting the revenue, and that officers should not be placed in a position of having to look to any other than their own employer for their pay.

DOMINION GOVERNMENT TRANSPORTATION COMMISSION.

At a General Meeting of the Exchange, held on the 8th April, 1903, the following resolution was passed:

"Whereas the following is a paragraph from the speech from the Throne at the opening of the present session of Parliament, at Ottawa:

'The great influx of population into our North-western Territories and the very large additional areas of fertile land which are being brought under cultivation combine to further press upon us the need for increased transportation facilities for the forwarding of our grain and other products to the markets of the world, through Canadian channels, the whole question of transportation and terminal facilities continues to occupy much attention, and my Government will immediately appoint a Commission of experienced men to report on the subject.'

And whereas the routing of Manitoba grain, east of Fort William and Port Arthur, is controlled almost entirely by persons engaged in the grain trade who are residents in the west, and such channel for export is decided upon in each case by circumstances and causes thoroughly familiar to such western grain shippers, we are vitally interested in, and constantly engaged in studying, the problem of the transportation of Manitoba grain to the markets of the world.

Therefore be it resolved that this Exchange urges

upon the Dominion Government to appoint, as a member of such Commission, a thoroughly competent representative of the western grain shippers."

Beyond acknowledgment of the receipt of the above resolution no answer has been received from the Government. Mr. McCreary, M.P., took an active interest in the matter and urged the contention of the Exchange, but apparently without result, as the Commission has recently been organized, and its three members are from Ontario and Quebec. The Secretary of this Exchange having been offered the position of Secretary to the Commission by the Government, the Council gave him authority to act by granting leave of absence from his duties here for such time as may be necessary for him to be with the Commission, an arrangement being effected that the business of his office will be satisfactorily transacted. There can be no doubt but that the Commission's work can be made most valuable if carried on along proper lines, the interests involved being vital to the welfare of Western Canada.

FIFTH CONGRESS OF CHAMBERS OF COMMERCE.

This Exchange was represented at the Fifth Congress of Chambers of Commerce of the Empire, held in Montreal in August last, Messrs. A. R. Hargraft, C. A. Young, F. W. Thompson, and the Secretary being our delegates. The proceedings of the Congress are fully reported in large pamphlets published at the close of the Congress, and the press at the time gave full reports of the resolutions submitted to the Congress and the discussions arising thereon. It is only necessary to record the fact that this was the first occasion of the holding of a trade congress outside of London, Eng., whereat nearly all the component parts of the Empire were represented, and the general consensus of opinion is that the effect was excellent.

After the close of the Congress, a large number of the over-sea delegates visited Winnipeg and points west to the coast on an excursion provided for by Parliament. This Exchange and the Winnipeg Board of Trade arranged for the

entertainment of the excursionists while in Winnipeg by providing a luncheon at the Exhibition Grounds, and, by the kindness of the Winnipeg Electric Street Railway Company, a trip around the city by a special electric train. His Honor the Lieutenant Governor, Sir Daniel H. McMillan, and Lady McMillan, very kindly held a garden party in the Government House Grounds in honor of the visitors, who expressed their great appreciation of this courtesy.

EMBARGO ON SHIPMENTS TO TERMINALS.

On January the 8th, 1903, the Exchange was notified by the General Freight Agent that the C.P.R. Co. had issued the following order addressed to all Agents:

“TO ALL AGENTS:

As there are now sufficient cars under load with grain destined to Fort William and Port Arthur elevators to fill all the remaining available space at these points, and on account of the small shipments outwards from these elevators since the close of navigation you must not allow any more cars to be loaded with grain consigned to Fort William or Port Arthur until further advised. An additional elevator will be ready to receive grain, it is expected, in about ten days. Notify all shippers who have ordered booked for cars for Fort William and Port Arthur you will supply C.P.R. cars in accordance with the Grain Act for shipment to points on our own road other than Fort William and Port Arthur.

J. W. LEONARD.”

A deputation from the Exchange interviewed Mr. Leonard and endeavored to have this order withdrawn or amended, but the request was refused, and it was not until the 3rd April that the Exchange was notified that the Company would accept shipments of wheat from all points in Manitoba and the Territories to the Fort William and Port Arthur elevators.

SLANDER OF MANITOBA GRAIN INSPECTION.

Early in September last a Mr. Sydney Humphries, of Bristol, Eng., who was a delegate to the Congress of Chambers of Commerce of the Empire at Montreal, arrived in Winnipeg and gave an interview to the city newspapers. Mr. Humphries had made some statements regarding Canadian Inspection at the Congress, and had been urged by the Winnipeg delegates to come here and secure information, at first hand, regarding Manitoba grain inspection. Mr. Humphries, in an interview in Winnipeg, said: "We buy our wheat on certificate and very frequently, I might say invariably, the grain is not up to the standard represented by the certificate . . . for my part I intend hereafter to get your standard samples each year as they are made, in order to avoid the trouble and loss I have experienced in the past." In a speech made at the Montreal Congress Mr. Humphries said that he had no opportunity of seeing standard samples of Manitoba grain.

The Exchange at once took strong exception to Mr. Humphries' statements, and investigation proved that Mr. Humphries had never bought a regular cargo of Manitoba grain, but only some small parts of cargoes, and he had never asked for, nor received, original Manitoba Certificates, accompanied by certificates of identification from the transportation companies. It was also proved that standard samples had been regularly sent to the Bristol Corn Exchange, by direction of the Department of Trade and Commerce of Canada, and receipt of these samples for the crop of 1902 had been acknowledged by the Bristol Exchange; and further, a letter is on file in this Exchange which is dated less than two weeks before Mr. Humphries appeared in Canada, wherein the statement is made that a resolution had been unanimously adopted by the Bristol Corn Exchange on the 4th August, 1903, "That the existing Inspection of Manitoba grain is satisfactory to importers here." Persistent questioning of Mr. Humphries failed to obtain an acknowledgement from him that he was of suffi-

cient importance in the Bristol grain trade to hold membership in the Bristol Corn Exchange.

As was expected by the Exchange at the time, malicious and uninformed persons inimical to the Manitoba grain trade have endeavored, by making false statements in connection with this man's attitude, to discredit and otherwise cast a slur upon the reliability of Manitoba Inspection, and this in the face of statements sent by the leading Corn Exchanges of the United Kingdom within the past few months certifying to the satisfaction existing in the leading trade centres of Great Britain in connection with the receipts of inspected Manitoba grain, and the evenness, regularity and high standing of the grading.

TERMINAL INSURANCE.

The following letter explains itself:

CANADIAN PACIFIC RAILWAY COMPANY

Office of the Assistant Freight Traffic Manager.

Winnipeg, December 8th, 1903.

C. N. BELL, Esq.,

Secretary Grain and Produce Exchange,
City.

DEAR SIR: Referring to your letter of the 6th ulto. enquiring if as Common Carriers this Company is responsible for loss or damage by fire to grain on cars in our yards at Fort William and not within 100 feet of the Terminal Elevators.

I beg to say that as indicated by Clause 4 of our Grain Consignment Note as recently amended, the Company has assumed responsibility 'for loss or damage by fire to grain while in any of the Company's elevators or on cars in yards at Fort William unless such loss or damage is caused by invasion, insurrection, riot, civil commotion, military or usurped power.'

Yours truly,

F. W. PETERS,
Ass't Freight Traffic Manager.

TERMINAL INSURANCE.

The Exchange was notified by the Canadian Pacific Railway Company that grain in cars placed within the distance of one hundred feet of their Terminal Elevators will be held by them to be insured as if the grain was actually in the elevators.

ELEVATING OF TOUGH WHEAT.

The following letter explains itself:

Winnipeg, October 12th, 1903.

Secretary Winnipeg Grain Exchange,
Winnipeg, Man.

DEAR SIR: I understand there may be a small quantity of 'Tough Wheat' which the grain trade for convenience would like us to handle through our Fort William elevators. With the understanding that this is for immediate shipment, The Canadian Pacific Railway Company is willing to consent, on payment of freight charges, to accept into its elevators at Fort William unsound wheat classified as 'Tough 1 Hard,' 'Tough 1 Northern,' or 'Tough 2 Northern,' unless ordered to Port Arthur for treatment. This until further notice.

All unsound and damaged wheat other than above mentioned will go to Port Arthur elevator for treatment in usual manner.

If on arrival of cars at Fort William containing 'Tough 1 Hard,' 'Tough 1 Northern,' or 'Tough 2 Northern,' there is no person present to make immediate payment of freight charges, the Company will send such grain to Port Arthur elevator in usual manner.

This Company of course reserves the right to transfer such unsound wheat as above mentioned from its Fort William elevator to Port Arthur elevator at owner's risk and expense if found necessary, and as provided for in subsection 4, section 26, Manitoba Grain Act.

W. B. LANIGAN,
General Freight Agent.

This letter was followed by one dated the 29th October, notifying the Exchange that, effective on October 30th, Fort William elevators would accept "Tough 3 Northern" on the same conditions as above outlined.

The Canadian Northern Railway Company adopted the same regulation.

FREE CANALS.

The following resolution, advocated by the Kingston Board of trade, in the interests of the Canadian Merchant Marine, was considered and concurred in by the Council in March last, the Council believing the course indicated to be in the interests not only of the ship owners but in that of the grain producers and dealers of the West:

"RESOLVED: That in the opinion of the Winnipeg Grain and Produce Exchange the tolls which now form a barrier in our all-Canadian route should be removed, and the Welland and St. Lawrence canals made free."

This resolution was endorsed by the principal boards of of trade in Eastern Canada, and their views on the subject were submitted to the Dominion Government by a large deputation, with the consequence that the tolls have since been abolished.

PROPOSED INSPECTION OF GRAIN AT MONTREAL.

It was not until February last that the following letter from the Montreal Corn Exchange to the Honorable the Minister of Trade and Commerce was brought to the attention of the Council:

MONTREAL CORN EXCHANGE ASSOCIATION.

Office: Board of Trade.

Montreal, December 29th, 1902.

RIGHT HONOURABLE

SIR RICHARD CARTWRIGHT, K.C.M.G.,
Minister of Trade and Commerce, Ottawa.

SIR: I have the honour to communicate the fol-

lowing resolution adopted at a special meeting of this Association held on the 11th inst.:

“RESOLVED: That according to the regulations with respect to Wheat and other grain grown west of Port Arthur as defined in the amendment to Inspection law adopted 11th August, 1899, Manitoba grain cannot be inspected east of Fort William independently of the original inspection in Manitoba, and thus the Grain Inspector at Montreal, the chief sea port of the Dominion, is practically prohibited from inspecting such wheat;

That seaboard inspection is most desirable and frequently demanded by the purchaser and that the circumstance that seaboard inspection of Manitoba grain cannot be procured at Montreal, excepting under such restrictions as makes it useless, places the national seaport of Canada at a disadvantage as compared with U. S. ports where inspection certificates are issued for Manitoba grain which are accepted in British markets, so that the provisions of the Canadian Inspection Law respecting the inspection of Manitoba wheat are tending to facilitate the shipment of that grain from U. S. seaports;

That when said amendment of the Inspection law was passed the trade in Manitoba Wheat was not nearly so large as at present, but now that the increased transportation facilities on the Lakes retain to our Canadian route a larger proportion of the shipments of wheat from Fort William, it is submitted that no disability should be placed in the way of that export trade reaching Europe via Canadian seaports;

That for the foregoing reasons the Montreal Corn Exchange Association urges upon the Dominion Government such amendment of the Inspection law as will permit the Montreal Inspector of Wheat and other grain to issue original inspection certificates of all Canadian grain without exception.”

I have the honour to be, Sir,

Your obedient servant,

GEO. HADRILL,
Secretary.

The Council immediately appointed a Committee to draft a report for submission to the Honourable the Minister, and the following was endorsed and submitted to the Minister for his consideration:

Report of a Committee appointed by the Winnipeg Grain and Produce Exchange to report on the statements contained in a resolution passed by the Montreal Corn Exchange Association on the 11th December, 1902, in connection with the inspection of Manitoba grain.

Your Committee beg to report as follows:

First in connection with the following paragraph of the resolution of the Montreal Corn Exchange Association, viz.:

“That seaboard inspection is most desirable and frequently demanded by the purchaser and that the circumstance that seaboard inspection of Manitoba grain cannot be procured at Montreal, excepting under such restrictions as makes it useless, places the national seaport of Canada at a disadvantage as compared with U. S. ports where inspection certificates are issued for Manitoba grain which are accepted in British markets, so that the provisions of the Canadian Inspection Law respecting the inspection of Manitoba wheat are tending to facilitate the shipment of that grain from U. S. seaports.”

The statement therein contained that inspection certificates for Manitoba grain are issued at U. S. seaports and accepted in the British markets can only mean that United States officials issue such certificates, and this is absolutely contrary to fact (they cannot at New York insert even the word “Duluth” in the certificate issued there), and hence the present system of inspecting Manitoba wheat does not in this particular, as stated, “facilitate the shipment of that grain from U. S. seaports.” Presumably the statement of the Montreal Corn Exchange is made in good faith, therefore your Committee can only recommend that the Minister of Trade and Commerce ascertain the facts of the situation from, say, New York or Boston. Verbally from British grain merchants

visiting Canada and by correspondence from British and American Corn Exchanges, members of your Committee are assured that, contrary to the statement of the Montreal Corn Exchange, European grain importers are not satisfied unless the original western certificates accompany Manitoba grain to its destination, and that the Act in force admirably meets their views. (See attached interview with ex-President Johnstone, one of the Glasgow Corn Dealers' Association, as an example of their views.)

As regards the third paragraph of the resolution, viz.:

“That when said amendment of the Inspection law was passed the trade in Manitoba wheat was not nearly so large as at present, but now that the increased transportation facilities on the Lakes retain to our Canadian route a larger proportion of the shipments of wheat from Fort William, it is submitted that no disability should be placed in the way of that export trade reaching Europe via Canadian seaports.”

Your Committee need only point to the fact that all the Canadian vessels obtainable are chartered for transporting grain from Fort William to refute the suggestion contained in the above paragraph. As a matter of fact the inspection of Manitoba wheat at present being confined to west of Lake Superior in Canada, where no soft wheat is grown, prevents the adulteration of the genuine Manitoba grain by admixture of inferior soft varieties, and hence should rather tend to build up the volume of shipments through Canadian ports, as formerly European importers were never certain of getting pure and unadulterated Manitoba hard wheat, on certificates issued in Canada east of Fort William.

Your Committee find that the sole reason advanced in the Montreal resolution for asking for amendments to the Inspection Act are contained in the two above quoted paragraphs, and as the statements in these paragraphs are not based on fact, there can be no possible reason why the Hon. the Minister

should consent to any amendment being made in the direction indicated.

Members of the Glasgow and Mark Lane Corn Exchanges, who lately visited Winnipeg, assured members of your Committee that the grain arriving under the present Canadian Inspection was of greater uniformity and of better quality than they had ever before received it, and that they invariably desired western certificates. They also strongly asserted that under no consideration should the present system of inspection of Manitoba wheat be altered. This is so completely in line with the whole experience of the members of your Committee that we unhesitatingly report that it would be most disastrous to the interests of western producers and dealers if the Government should be persuaded to accede to the request of the Montreal Corn Exchange.

Your Committee are aware that the grain merchants of Britain were so dissatisfied with inspection at Montreal that they sent a deputation out to Canada, and at their request the Minister had the matter investigated. So eminently satisfactory is the present inspection of Manitoba grain that we are of the opinion it would be a suicidal policy to go back to the former unsatisfactory system, which the British importers condemn.

As a matter of fact every Canadian vessel available was utilized last fall, and if there had been more they would have been chartered for the Manitoba trade through Canadian ports. United States vessels are not allowed to take grain from Fort William to Montreal or other Canadian ports, and as it was absolutely necessary to use United States vessels, exporters had to ship some of their grain through Buffalo in order to get it forwarded. In the year 1902 from Fort William and Port Arthur 22,011,143 bushels of wheat were shipped to Canadian ports, to Port Huron (for reshipment to Canadian ports 1,593,678 bushels) and to Buffalo 13,514,665 bushels.

Your Committee attach herewith extracts from a report made to the Minister of Trade and Commerce by the Warehouse Commissioner of the Manitoba Inspection Division, and also a report of an interview in Winnipeg given by Mr. Wm. Johnstone, an ex-President of the Glasgow Corn Dealers Association, which emphasize the statements above made, as to the high value of the present Manitoba Inspection system, and

the great undesirability of abandoning what is so satisfactory, and going back to a faulty system, proved to be bad and undesirable.

Winnipeg, Feb. 1903.

Extracts from report of the Warehouse Commissioner of the Manitoba Grain Inspection Division to the Department of Trade and Commerce, 24th September, 1902.

"I visited the Corn Exchanges at London (Mark Lane and 'The Baltic'), Liverpool, Glasgow, Dublin and Bristol.

One fact above all others was made apparent, viz.: That consignments of Manitoba grain carrying Winnipeg or Fort William Inspection Certificates gave general satisfaction to the British Corn Trade, and that that grading was of a uniform character, and the quality and condition were always well maintained. This fact was confirmed at every Corn Exchange visited by me without exception. It was further emphasized that during the past two or three years the grading, where the grain carried Winnipeg or Fort William Inspection Certificates, was more uniform than formerly; thus proving that the amendments to the General Inspection Act passed in 1899 whereby the Inspectors now grade directly on the wording of the Act, (instead of, as formerly, upon the yearly established standard samples of the different grades prepared by the Western Grain Standards Board) Winnipeg Inspection, and abolition of mixing after inspection was enacted, was a step in the right direction.

At each of the Exchanges above mentioned, I received the same complaint, viz.: That Toronto and other Eastern Certificates were unsatisfactory, so much so was this the case, that the day I visited the Liverpool Corn Exchange, Colonel Montgomery, the President, informed me that delegates had that day been sent to the London Corn Exchanges to consider the advisability of ruling out from all contracts, 'Manitobas' carrying Toronto or other Eastern Certificates."

Report of an interview with Mr. Wm. Johnstone, a prominent member of the Glasgow Corn Exchange, a former Pres-

ident of the Glasgow Dealers Association, and a large importer of grain from Manitoba, which appeared in the *Manitoba Morning Free Press*, November 1st, 1902.

"There has been a good deal of dissatisfaction among British importers and millers with the system which enabled certificates to be issued at eastern points carrying the Manitoba grade, and complaints had been made regarding wheat tendered with an eastern certificate.

This tends to discredit the character of Manitoba wheat in the importing market, as buyers could not be sure that an eastern certificate carrying the Manitoba grade would not be tendered to them in fulfilment of a purchase of Manitoba wheat."

THE REMEDY PROPOSED.

Mr. Johnstone thought the remedy was to be found in limiting the issue of certificates carrying the Manitoba standard to the Manitoba District alone, and allowing eastern points, if they chose, to grant their own certificates, on their own authority, but without the insertion of the word "Manitoba."

He thought this very important, as he stated that the reputation of last year's grain crop of Manitoba wheat shipped in the original Manitoba certificates, was now very high among Scottish millers, and they were most anxious to have supplies of the Manitoba quality in preference to any other hard wheat.

"This," said Mr. Johnstone, "is quite a reversal of our millers' attitude of a few years ago to Manitoba wheat. At that time a preference, whether resting on good information or not, was given to hard wheat from Minnesota and the Dakotas. To-day among the Scotch millers a preference would be given to the fine grades of hard and northern Manitoba wheat, and it was all the more important, under these circumstances, that the millers should be able to depend on getting wheat on the original Manitoba certificate."

A copy of the Montreal Corn Exchange's statements was also immediately forwarded to all the leading Corn Exchanges of the United Kingdom, and as well to the leading grain firms of New York who handle Manitoba wheat for export, a request being made that they give an expression of opinion on the Montreal proposition. Without exception the replies received

sustained the contention of this Exchange, and were adverse to the Montreal proposition, the Corn Exchanges by resolution declared their satisfaction with the grading of Manitoba wheat and their desire that no change should be made, some particularly pointing out the great improvement in the regularity and evenness of the wheat of the various grades reaching Britain and accompanied by western inspection certificates since the present Inspection Act went into force. Some were most emphatic in their protest against the allowing of eastern re-inspection, giving statements that have been filed and are accessible to members.

Copies of all the correspondence were forwarded to the Honorable the Minister of Trade and Commerce and the Honorable Mr. Sifton.

The Council are pleased to report that, as no amendments were introduced to the House by the Honorable the Minister, our representations evidently convinced the Minister of the undesirability of making any changes in the Inspection Act.

DEATH OF MEMBERS.

On the day of the last Annual Meeting word was received of the death of Mr. T. T. W. Bready, an active member of the Exchange, who was at the time in Texas taking a vacation on account of ill-health. Mr. Bready was a valued member who had long been connected with the grain trade in the West. The members present at the Annual Meeting recorded their regret for the sudden death of Mr. Bready, and of sympathy for his wife.

On May the 23rd occurred the death in Montreal of Mr. W. A. Hastings, who had been a member of the Exchange since its organization in 1887. Mr. Hastings, prior to his removal to Montreal, had taken a keen interest in the affairs of the Exchange, was a veteran in the Manitoba grain trade, being connected with the largest milling concern, and at the time of his death was Vice-President and General Manager of The Lake of the Woods Milling Co. At an informal meeting of the Exchange a resolution expressing regret at the loss of Mr. Hastings, and of sympathy for his family, was passed, and the Exchange was officially represented at the funeral in Montreal.

All of which is respectfully submitted.

A. R. HARGRAFT, *Vice-President.*

C. N. BELL, *Secretary.*

GRAIN STORAGE CAPACITY

Including Port Arthur, Fort William, Keewatin and points
in Manitoba and the Territories, on or
adjacent to lines of rail.

JANUARY 1ST.

1891	7,628,000 bushels.
1892	10,366,800 "
1893	11,467,100 "
1894	11,817,100 "
1895	12,000,000 "
1896	13,873,600 "
1897	14,999,300 "
1898	18,378,500 "
1899	19,958,000 "
1900	20,908,000 "
1901	21,000,000 "
1902	*21,298,000 "
1903	*30,356,400 "
1904	*40,918,000 "

* Actually registered in the office of the Warehouse Commissioner.

DAILY MILLING CAPACITY

Flour Mills	*12,000 barrels.
Oatmeal Mills	750 "

* Estimated.

MANITOBA GRAIN EXPORT.

WHEAT.

(INCLUDING FLOUR)

Crop 1886	4,000,000	bushels.
" 1887	10,500,000	"
" 1888	4,000,000	"
" 1889	4,500,000	"
" 1890	11,500,000	"
" 1891	14,000,000	"
" 1892	14,000,000	"
" 1893	12,000,000	"
" 1894	15,000,000	"
" 1895	29,000,000	"
" 1896	14,000,000	"
" 1897	22,000,000	"
" 1898	23,000,000	"
" 1899	30,000,000	"
" 1900	17,000,000	"
" 1901 (wheat only)	50,000,000	"
" 1902 (wheat only)	53,937,000	"

PERCENTAGE OF GRADES AS PER WINNIPEG INSPECTION.

NAME.	Crop 1890.	Crop 1891.	Crop 1892.	Crop 1893.	Crop 1894.	Crop 1895.	Crop 1896.	Crop 1897.	Crop 1898.	Crop 1899.	Crop 1900.	Crop 1901.	Crop 1902.
No. 1 Hard . . .	15½	23	47½	81	77½	45	57	65	31½	70	8	15	38
No. 2 Hard . . .	17½	5	9½	5	8½	7	5	3	28	3½	2	55	30
No. 2 Hard . . .	26	17	15½	4	2½	14½	8	2	—	5	30	—	—
No. 1 Northern .	17½	5	9½	5	8½	7	5	3	28	3½	2	55	30
Nos. 2 & 3 Northern	17½	5	9½	5	8½	7	5	3	28	3½	2	55	30
Nos. 1 & 2 Spring	—	—	—	—	1½	2	½	¼	2½	—	—	—	—
Rej't'd & No Grade	9½	15	19	9	10½	19	4	5	25½	6½	45	7	1
Other Grades . .	32	40	8½	1	—	12½	5½	¾	4½	1¾	—	3	6
	100	100	100	100	100	100	100	100	100	100	100	100	100

* Abolished, 1901.

WHEAT INSPECTED AT WINNIPEG.

Crop	1886	1,362,600	bushels.
"	1887	3,878,600	"
"	1888	2,183,350	"
"	1889	2,207,400	"
"	1890	6,630,000	"
"	1891	8,691,800	"
"	1892	7,228,650	"
"	1893	4,811,300	"
"	1894	5,375,500	"
"	1895	9,042,800	"
"	1896	7,753,850	"
"	1897	6,453,000	"
"	1898	7,982,800	"
"	1899	26,258,710	"
"	1900	12,355,380	"
"	1901	45,651,800	"
"	1902	53,937,000	"

Balance of wheat went out as flour, or was shipped west to British Columbia or exported to Asia, or Australia.

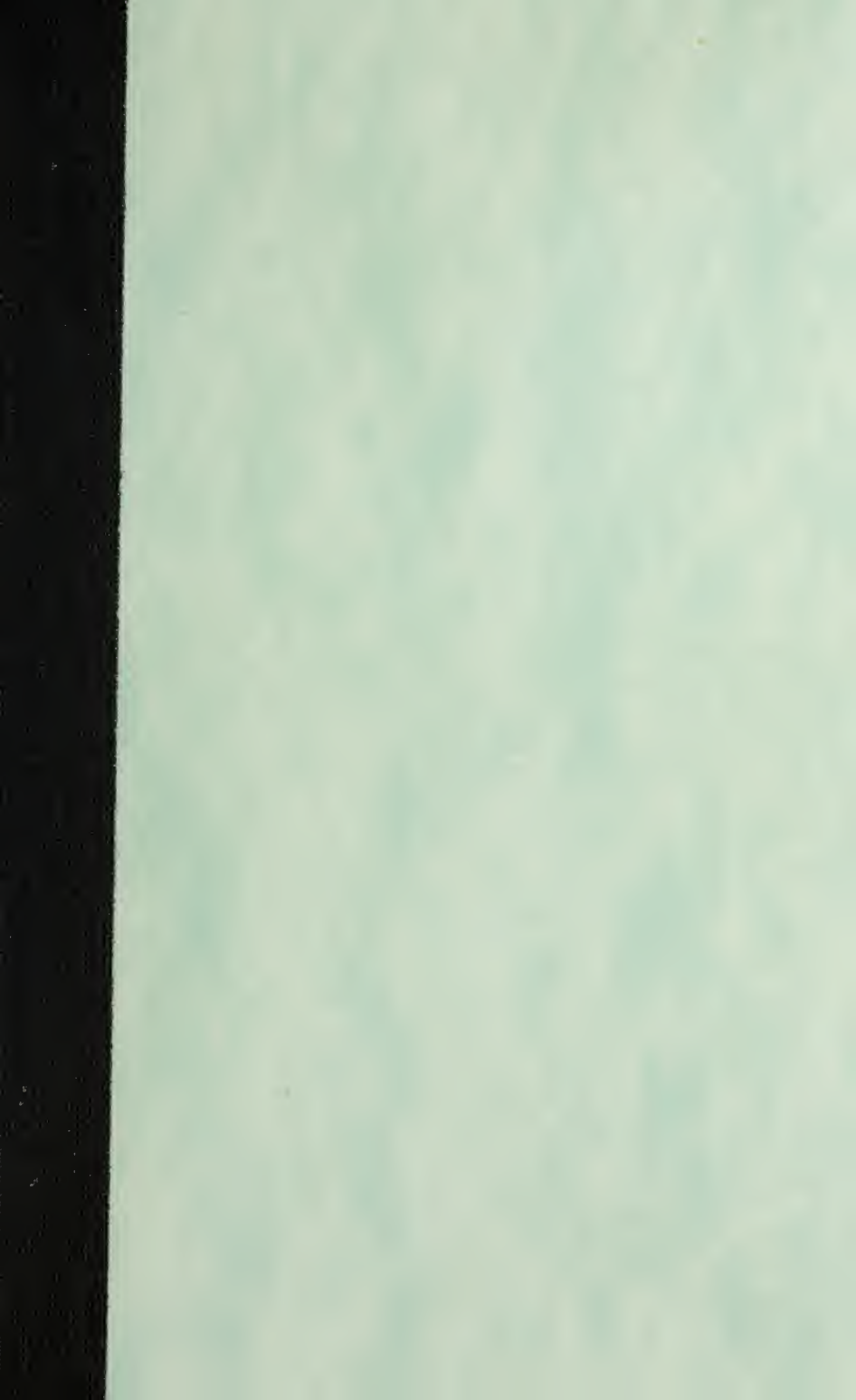
WHEAT—SIX MONTHS' INSPECTION.

Return for six months ending Dec. 31st, each year named, of the inspection at Winnipeg.

GRADE	PER CENT										
	1893	1894	1895	1896	1897	1898	1899	1900	1901	1902	1903
Extra Hard }	53	76	31	55	63	35½	72	18½	20	48	6
No. 1 Hard }	26	3	15	19½	26	9	12½	13¼	*	*—	—
No. 2 Hard . . .	—	—	—	8	1½	—	4	28½	—	—	—
No. 3 Hard . . .	6	8	7	6	3	34	4½	—	32	31	21
No. 1 Northern }	—	—	—	—	—	—	—	—	39	11	28
No. 2 Northern }	—	—	—	—	—	—	—	—	—	7	26
No. 3 Northern . .	—	—	—	—	—	—	—	—	—	7	7
No. 4 Northern . .	15	13	47	11½	5½	21½	7½	40	9	3	12
Other Gradee . . .	100	100	100	100	100	100	100	100	100	100	100

* No. 2 Hard Grade consolidated with No. 1 Northern in 1901

Quantity of wheat inspected at Winnipeg of 1903 crop, prior to Dec. 31st, 1903, 24,774,000 bushels.



UNIVERSITY OF ILLINOIS-URBANA



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